

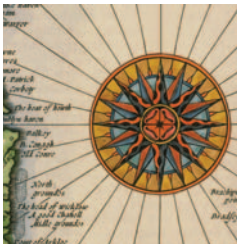
PLANNING THE COURSE FOR THE FUTURE.

## CITY CENTER RENAISSANCE

A RENEWAL OF RIVERFRONT 2000.

CITY OF MANKATO • JUNE 2007

PLANNING THE COURSE FOR THE FUTURE.



## CITY CENTER RENAISSANCE

A RENEWAL OF RIVERFRONT 2000.

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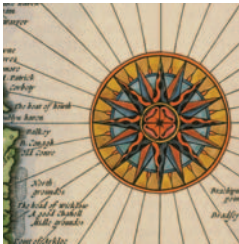
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## PLANNING THE COURSE FOR THE FUTURE.



### CREDITS

#### STAKEHOLDERS

Gordon Awsumb  
John Brady  
Mike Brennan  
Jack Considine  
Tony Filipovitch  
Curt Fisher (Dave Schooff)  
Tom Frederick, Jr.  
Tony Frentz  
Mark Frost  
Tom Hagen  
Charlie Hurd  
Mike King  
Gary Kratzke  
Paul Mackie

Dennis McCoy  
Tom McLaughlin  
Bryan Paulsen  
Jennifer Pfeffer  
Jerry Pietz  
Jessica Potter  
Wendell Sande  
Kristi Schuck  
Stacey Straka  
Steven Vatnadal  
Andrew Willaert  
Dave Wittenberg  
Denny Yetter

#### STAFF LIAISONS

Krista Amos  
Tanya Ange  
Landon Bode  
Chris Boyce  
Patrick Hentges  
Jerry Huettl  
Mark Konz  
Casey McCabe  
Ken Saffert  
Shelly Schulz  
Dan Scott  
Paul Vogel

#### PLAN NARRATIVE CONTRIBUTORS AND LAYOUT

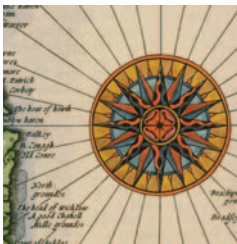
Jessica Potter  
Kristi Schuck  
Stacey Straka

#### GRAPHICAL SUPPORT

I & S Engineers  
SRF Consultants  
Paulsen Architects

*"Three years from its founding, Mankato assumed its position as the leading city in population and wealth in the Minnesota Valley and it stands so today. Of thrilling interest is its history and worthy of commemoration the valorous deeds of its pioneers. Wonderful the transformation they have made in turning the wilderness maze into a great orderly emporium of trade. The lonely Indian trail of fifty years ago has become a busy street, bounded with magnificent marts of trade, the forest clad hillside has become lined with stately halls of learning and justice, the swampy valley, flood-torn and thicket-tangled, has become beautiful with palatial homes and magnificent sanctuaries, and the death-like stillness of a desolate waste has been made to pulse with commercial, educational and spiritual life. All honor to the founders of this metropolis of Southern Minnesota, and to all the time-scarred veterans of the Wilderness—the heroes of the log cabin—whose toil, courage and sacrifice have bequeathed to us such a splendid heritage."*

- Thomas Hughes, Mankato Its First Fifty Years 1852-1902



## SECTION 1

### SETTING THE STAGE

The stage is set for the opportunity to glance to our history, recognize the times of vibrancy and function, consider previous planning strategies and focus on the vital efforts needed to capture the vision of our future. Our history of focusing on our future has been a long and thoughtful one. We find ourselves at a time, as it was at the inception of this city along the river, encouraged to think boldly.

1866

### OLD MANKATO



This is the first known photograph of Mankato, taken in 1866. The above reproduction was made by A. Anderson, copied from a faded picture that was taken from Bunker Hill in the southeast section of the city. Landmarks in the picture are identified by number. (1) and (2) The Clifton House and barn in the 200 block on South Front street; (3) the early-day city hall, located at the site of the present city hall, in the 100 block on South Front; (4) Prael and Dubison store; (5) Isaac Marks' three-story stone building; (6) post office,

located at the present site of Sallet's department store in the 100 block on North Front street; (7) stone building and annex, Indian prison; (8) Commercial hotel, corner Second and Main streets; (9) Bogan's sawmill, corner Second and Mulberry streets, and (10) first building of the Presbyterian church, located at the corner of Hickory and Broad street, on the present site of Security Apartments.

## THE FIRST FIFTY YEARS

At the time, the original town site of Mankato had been plotted to be at the confluence of the Blue Earth and Minnesota rivers; fear of severe flooding caused bold thinking leaders to relocate downstream. While there have been periodic floods, as anyone alive in 1951, 1965, 1993 or 1997 can testify, it can be argued that downtown Mankato benefited from decisions of such foresight.



## SETTING THE STAGE

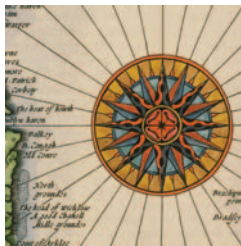
## A black and white photograph of a historic city street scene, likely San Francisco, viewed from an elevated position. The street is wide and lined with multi-story buildings. A prominent building with a large arched entrance is on the left. A long, low building with many windows runs along the street. In the background, hills are visible under a cloudy sky. Eight numbered callouts are placed over the image: 1 points to a building on the left; 2 points to a building further back on the left; 3 points to a building on the hill in the background; 4 points to a building on the hill; 5 points to a building on the hill; 6 points to a building on the right; 7 points to a building on the right; 8 points to a building on the right.

Earth county courthouse; (4) Union Hall; (5) the Menkato Opera house; (6) the Saulpaugh hotel, which was about a year old at that time; (7) the Wendell Hodapp drug store (now the location of the American State Bank); (8) Schirrschmidt's grocery, near the corner of Plum and Front streets.

By 1900, the population jumped to 10,599 and new developments included the pavement of Broad Street in 1901, Front Street in 1905 and the concrete Main Street bridge across the Minnesota River was completed in 1917 replacing the 1880 iron bridge as efforts of connectivity continued. Civic loyalty and social concern paralleled with sound developments through the 1920's resulted in the construction of Immanuel Hospital and St. Joseph Hospital, as well as five public school buildings. Mankato had grown to a population of 15,000 by 1919, and everything seemed possible; downtown retail was thriving as streets were filled with people and Front Street maintained the core of Mankato's business district.

As downtown retail thrived along Front Street, activity began to increase on the hilltop. Development was rapid along Madison Avenue with the building of Lewis Eastgate in 1962, a drug and variety store as well as a food market. Soon to follow was the Belle Mar Mall and the completion of the Madison Avenue Shopping Center in 1968, which included Sears and Woolworth's as anchors with space for 55 more stores. Ideal for the new shopper who enjoyed the convenience of having it all, located under one roof.

The 1970's and 80's once again included bold and at times controversial steps toward progress; all in an attempt to redevelop, protect and revitalize private and public

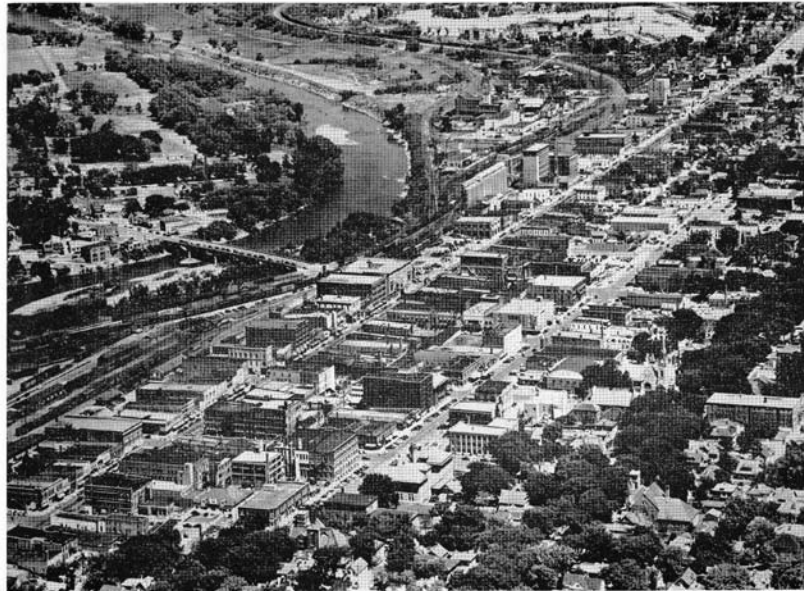


## SECTION 1

### SETTING THE STAGE

1956

#### MODERN MANKATO



investment in the city's downtown. This stage of our history is blanketed with success stories as well as some far reaching efforts that to this day challenge historians, planners and citizens alike.

The Minnesota River took its place as a priority once again, with the completion of a flood control system in 1978 and the construction of the Veterans Memorial Bridge in 1986. This magnificent structure reclaimed the old Main Street bridge built in 1917, accounted for highway changes and costs and had a price tag of about \$16 million.

Focus was also placed on rerouting Riverfront Drive traffic, as well as the removal of older buildings to make way for the construction of newer buildings such as the Holiday Inn. Other notable urban renewal projects resulted in downtown revitalization like HyVee grocery store, parking developments and countless building preservation efforts like Old Main Village. The most well-known project of this phase was the Mankato Place Mall. It was nationally acclaimed at the time and was lead by private investors and citizens. These projects are all linked to a time when community awareness was placed on the continued development and further revitalization of downtown.

## THE PLANNING YEARS

### RIVERFRONT 2000

This brings us to the late 1980's and the long-term strategic planning process of Riverfront 2000. A major effort of community stakeholders convened to provide a new direction for downtown and the creation of a Downtown Design District. After hiring ZHA, a nationally renowned planning consultant at a cost of over \$160,000, several key principles were identified as critical to the success of re-energizing the strength of downtown Mankato:

- Reposition of land uses from retail to office, entertainment and civic
- Improving parking and traffic
- Enhancing culture and entertainment
- Connectivity to the river
- Creation of a town square



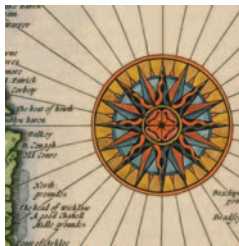
Two phases were undertaken: the first was an extensive process of data gathering and assessment, interviews, field surveys and condition assessments. As this neared completion, the taskforce had a greater understanding of the existing conditions and similarly, the expectations for downtown Mankato. From this, the next planning phase could begin: further refinement and analysis of what existed as strengths and weaknesses of the downtown area as well as current market conditions. Accomplishing these initial planning phases, the stakeholders looked at strategy, development alternatives and impact analysis, concluding with the formulation of the downtown vision, revitalization plan as well as implementation program.

Many specific priorities for revitalization exist in the pages of Riverfront 2000, among the projects: an arena, a civic/convention center, a city/county government complex and a pedestrian bridge/skyway overlook. Targeted development, in later years, included a riverfront park, improved Mankato Place Mall entrances and accessibility, targeted redevelopment of supporting neighborhoods and parking enhancements.

It is easy to conclude that measurable progress has been made since those planning days. The Intergovernmental Center building and plaza built in 1998 is located in the heart of downtown and was nationally renowned at the time, fostering the start of a renaissance environment. The entertainment district was spurred with the construction of the Civic Center/Ellerbee building in the downtown core in 1993. Additional redevelopment projects included preservation of the Depot, Marten, Johnson, Bretts and Landkamer buildings and Mankato Place development. These projects lend themselves to support the Cherry Street Ramp, skyway system, streetscape lighting and beautification and the







## SECTION 1 SETTING THE STAGE

adoption of Urban Design Standards in 1998. Not to mention, street plaza standards and the current development of the Hilton Garden Inn at the core. Establishing the hotel in the downtown core activates the Downtown Convention Campus. This marketing concept unifies the hospitality sector and Civic Center operations to promote business in the core.

It should be noted among the measurable successes of Riverfront 2000, the Midwest Wireless Civic Center was the most prominent concept to emerge. Dual components of the facility were idealized, an arena and a conference center. The Arena would primarily provide a venue for concerts, MSU Hockey, family shows and trade shows. The conference center would include an annex and house nine rooms for meetings, conferences, receptions and conventions. This proves to be a slight variation from the initial planning stages and intention of Riverfront 2000, but was done so to best reflect the construction of a successful facility.

As we look back upon the progress of Riverfront 2000 efforts, there are components of the plan left incomplete. The efforts of Riverfront 2000 will be revisited, reevaluated and prioritized to determine how, and if, these elements can and/or should be incorporated into future planning efforts. The elements to be revisited include development of a downtown core skyway system, riverfront park development, comprehensive trail connections, downtown parking, streetscaping and Mankato Place Atrium development.

### STRATEGIC PLAN

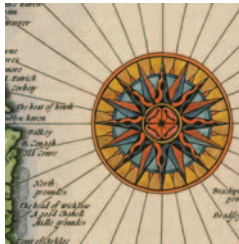
In 2005, the City renewed its Strategic Plan. The strategic planning process included a survey of citizens and staff and interviews with organizations and businesses. The City Council reviewed all results which ultimately determined Mankato's Strategic Plan. An identified goal of the Strategic Plan emerged as downtown revitalization-City Center Renaissance. Strategies to support the goal are based on the premise that a continuation of the commitment to revitalization and beautification is essential to ensure that the downtown area is viable. To move forward with the execution of this strategic initiative, it was determined that a plan would need to be developed with the input of Community Stakeholders.

### ENVISION 2020

In early 2006, leaders of the community retained Derek Okubo, National Civic League, to facilitate a community visioning process. Through Envision 2020, the term "community" identified areas including the cities of Mankato, North Mankato, New Ulm, Eagle Lake, St. Peter, Blue Earth and Nicollet Counties, and Region 9. The planning process spanned over 6 months with 140 stakeholders charged with establishing a vision and plan for the "community" which will assist Greater Mankato in further establishing itself as a regional market place in 2020. Throughout the process, City Officials and Staff were involved in the process to communicate with community stakeholders on current initiatives and activities.

Early in the process, common themed topics called Key Performance Areas (KPA's) were identified. The KPA's include: Transportation, Economic Development, Livability, Community Planning/Regional Governance, Health and Human Services and Education. With these areas recognized, the Envision 2020 group divided into subgroups according to the KPA. The accumulation of the effort resulted in a comprehensive action plan specific to each KPA, complete with goals, action steps, identified implementers, timelines and benchmarks to measure progress.

Envision 2020 identified a community goal of Downtown Renaissance with a vision as *"Redefine and revitalize the downtowns of Mankato and lower North Mankato as the Valley, a center for the region that is cultural, civic, governmental, residential and the entertainment heartbeat of the area."* This vision is supported by various goals including the calling for a Task Force to develop a plan for this area.



## SECTION 1

SETTING THE STAGE

### CITY CENTER RENAISSANCE

The City of Mankato Strategic Plan and Envision 2020 echos the call for a City Center Renaissance. In order to move forward the concept of a City Center Renaissance, a plan needed to be developed. In August 2006, the City Council appointed a City Center Renaissance Stakeholder Task Force charged with the review and revitalization of planning practices within the City Center. The 26 member Task Force consisted of a cross section of the City Center with representation from the City Council, Planning Commission, Blue Earth County, Envision 2020, Downtown Core Hospitality, Property Owners/Tenants of City Center areas, Major Property Owners/Development Stakeholders, Chamber of Commerce, Finance Sector, Marketing/Advertising Sector and City of North Mankato. These Stakeholders were appointed to serve as representatives of the City Center.

The City Center area is defined as bounded by the Minnesota River to the west; Madison Avenue to the north; the bluff line (N. Sixth St) to the east; the southern boundary meanders along Stoltzman Road to the Sibley Park area. Whereas past studies and plans have founded the Downtown Core as the renewal catalyst; this planning process expanded the area to include supporting areas. This recognizes the true interdependency of uses that lie within the City Center area relationally to the scope of renaissance. The City Center is divided into five unique planning areas:

#### **Downtown Core**

Downtown Core is defined as the area bounded by Riverfront Drive to the west; Veterans' Memorial Bridge/Mulberry Street to the north; Broad Street to the east; Cherry Street to the south.

#### **Lincoln Park**

Lincoln Park is defined as the area bounded by the Stoltzman Road to the west and south; Warren Street to the north; the bluff line/Glenwood Avenue to the east.

#### **Old Main**

Old Main is defined as the area bounded by Broad Street to the West; Main Street to the north; the bluff line (N. 6th Street) to the east; the southern boundary meanders along Glenwood Avenue and Warren Street.

#### **Old Town**

Old Town is defined as the area bounded by the Minnesota River to the west; Madison Avenue to the north; 2nd Street to the east.

#### **South Riverfront**

South Riverfront is defined as the area bounded by the Minnesota River to the west; Main Street to the north; Riverfront Drive to the south and east.

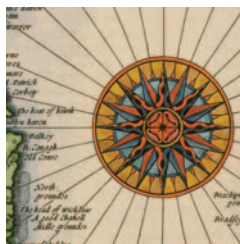
#### **Sibley Parkway**

Sibley Parkway is defined as the area bounded by the Minnesota River to South Riverfront Drive; Highway 169 to Sibley Park.

#### **South Front Street**

South Front Street is defined as the area bounded by the Riverfront Drive to the west; Cherry Street to the north; Alleys between South Front Street and State/2nd Streets establish the eastern boundary; the southern boundary is the intersection of South Front Street and South Riverfront Drive.





## SECTION 1 SETTING THE STAGE

### Washington Park

Washington Park is defined as the area bounded by the 2nd Street to the west; Madison Avenue to the north; the bluff line (N.6th Street) to the east; the southern boundary is Main Street.

Through the planning process, the City Center Renaissance Stakeholder Task Force worked collaboratively with City of Mankato staff liaisons to review past planning practices that have set the stage for the area. Stakeholders and Staff Liaisons met in working subgroups over a five month period. The subgroups included: 1) Vision, Land Use and Redevelopment, 2) Physical Environment, Transportation and Facilities, 3) Neighborhood Livability and Design, and 4) Organization and Finance.

The dialogue of the Subgroups was captured in synthesis maps for each of the City Center Planning Areas. A synthesis map is a pictorial rendering of the visions for the planning areas. They will be beneficial communication tools for the community input and implementation stages of the planning process. A narrative was developed for each synthesis map in a story format which recognizes the fluidity of the visions for the City Center.

Planning Principles and Implementation Tactics are the policy arm of the plan. Supporting graphics and concepts to the Implementation Tactic include components such as the Downtown Traffic Study and Riverway Connectivity Plan. These components are included in the plan with further graphical illustration, which is necessary for it to be adequately shown within the synthesis maps.

The picturesque synthesis maps and statements of policy are at a standstill without an implementation plan. The Implementation Plan and Finance Matrix outline the City initiatives to effectuate the City Center Renaissance plan. It should be noted that a renaissance will only be achieved through the community private sector embracing the vision. The implementation of the plan will need bold leadership among both private and public sectors.

The integration of the community input into this planning process is instrumental to its success as the plan stresses a high level of public and private initiatives. Through Stakeholders working with City Staff to develop the plan and through Community Open Houses, we envision that we can solidify the vision of the City Center as we move forward, as partners, into implementation.

Through the compilation of the Plan, several hurdles were identified that required consideration. Perhaps the most significant was the overall condition of the City Center area. An eclectic mix of existing uses that vary in degrees comprises that area; which is a hurdle that is simply not conducive to instant success. On the other hand, the City Center's strong employment areas, unique character and scale and desire to succeed to provide a balance in the development of strategies for the short and long-term future.

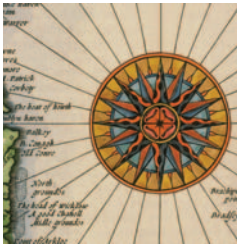
### THE YEARS TO COME

We find ourselves at a time once again, where the opportunity for bold thoughts will transform our landscape. We realize that a renaissance – a revival: rebirth - is needed as we accept that downtowns are never finished. Downtowns are a constantly evolving, dynamic, interrelated organism that requires constant attention and forethought. Revitalization has preceded itself as a prominent thought for the City of Mankato. It is time to coin the next phrase acknowledging that as much as the downtown has progressed, it has truly only scratched the surface of what the area and region can become through a renaissance.

## our vision

The City Center Renaissance will build upon previous planning efforts and reinforce the opportunities that created the historical community in the Valley. There will be a rebirth of the City Center by strengthening the interdependence of residential, industrial, service and commercial sectors through revitalization, reconnection and reinvestment. The City Center's strong employment base, civic facilities, historical assets and unique character provide the foundation for the development of strategies that will foster the goals of the Renaissance.

A strong City Center is a mirror of the overall health of the community. The City Center is the heartwood of Greater Mankato and reflects the community's civic, cultural and economic vitality and identity. Public and private investment will create and support critical levels of momentum that will strengthen the City Center's role as the community's central hub. The hub is essential to provide the functional and organic community linkages between outlying neighborhoods and nodes through a common central station of service and support for a sustainable community.



## SECTION 2

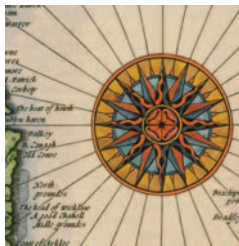
### CITY CENTER RENAISSANCE VISION

This section contains vision narratives and synthesis maps of the City Center planning areas. Complimenting the City Center Renaissance Vision, the planning area vision narratives are specific to the unique attributes of each area. The “synthesis maps” are pictorial rendering of the vision narratives. The combination of the vision narratives and synthesis maps captures the essence of a tapestry of uses that flows from use to use in a concurrent pattern of civic institutional, corporate, cultural, entertainment, specialty/service retail and residential components. Common themes transcend throughout the visions including connectivity to the River, transportation enhancements, rehabilitation and redevelopment, image and setting and livability. These themes support the City Center Renaissance Vision.

### OLD TOWN AND WASHINGTON PARK

Old Town represents a tapestry of uses and land use sectors including significant quantities of commercial, industrial and residential areas. The commercial sector along Riverfront Drive contains both historic buildings and redevelopment sites that offer opportunities to enhance commercial service nodes and facilitate corporate expansion. Washington Park contains a variety of residential types that strengthens neighborhood diversity and offers continuums of life cycle housing.

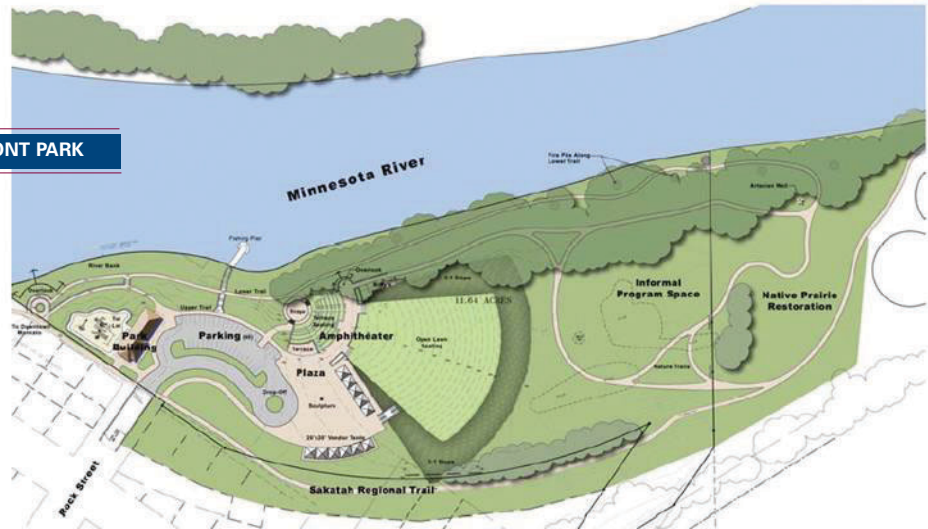
Reconnection with the river begins with the development of Riverfront Park. This dedicated area will be used to celebrate the culture of Greater Mankato through dynamic efforts of recreational programming. In addition to connecting the town back to the river, it will be a trailhead to the Sakatah and Red Jacket trail systems, a beautiful non-motorized trail that is popular with pedestrians, cyclists and health enthusiasts alike. Riverfront Park will contain a festival space that includes an amphitheater with seating for over 1000 people. Also planned will be a landing for boating, canoeing, kayaking and/or fishing along the Minnesota River. Planned to reflect Mankato's history as a river and railroad town, there will be a (1,250 sq. ft) pavilion, including public restrooms, lobby and sheltered picnic area designed with a unique architecture found among the surrounding buildings of the Old Town area. Additionally, educational kiosks will be located around the park highlighting the local ecology, geology, native plants of the Minnesota River Valley and the artesian well on the site all aimed to influence a multi purpose engagement of the Greater Mankato community. The Riverfront Park represents an important link along the Riverway corridor and provides direct access and programming to the River.



## SECTION 2

CITY CENTER RENAISSANCE VISION

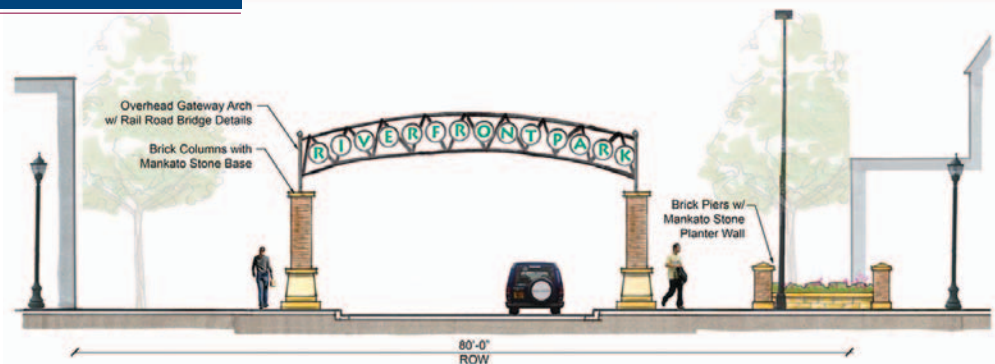
### RIVERFRONT PARK



In addition to the park itself, will be enhancements to the Minnesota Riverbed to create natural pools and riffles to give cause to attract users to the river. These enhancements will break the monotony of the engineered riverbed and recreate riparian habitats that were once located in the river, thus aiding in increasing the biologic diversity of the river system.

Streetscaping along Rock Street will enhance the entrance to the park; this will connect the park visually from Riverfront Drive to the Old Town area and further act as a gateway into the Park. The streetscaping will announce the location of the park and aid as a wayfinding tool for visitors to the community.

### RIVERFRONT PARK GATEWAY





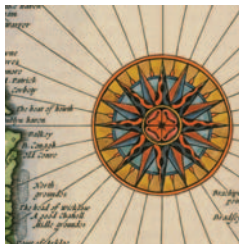
The long-term vision would create a future trail connection between Riverfront Park and the quarry recreation area at the time that the quarry is made available for redevelopment. In addition to reclaiming the quarry resource area for recreation, part of the quarry may also be used as reclamation pond for treated waters that are now simply discharged into the river. These waters can aid in recharging shallow aquifers and provide a renewable resource.

Transportation changes in Old Town are influenced by the desire to reestablish traditional street patterns and characteristics that compliment the scale and nature of the commercial and business sectors. This will seek to balance vehicular transportation, and reclaim pedestrian compatibility, creating functioning, livable streets.

These efforts of traffic modification will provide additional on-street parking opportunities and will work to enhance the commercial viability of the area. This will additionally be achieved by extending parking on the east side, streetscaping enhancements, as well as beautification within the area will act to “shoulder” the roadway and to create a pedestrian buffer. These modifications will calm traffic characteristics to promote pedestrian movements and enhance the availability of the convenient parking for customers and patrons to the Old Town community.

Coupled with the efforts to reestablish the traditional street pattern of the City Center, signalization and streetscaping changes at the intersection of Madison Avenue and Riverfront Drive will streamline traffic movements from Madison Avenue to Riverfront Drive and promote a welcoming entrance into the area. The portals of entry into Old Town





## SECTION 2

CITY CENTER RENAISSANCE VISION

will be announced through the establishment of gateways at critical intersections including the corner of Madison Avenue and Riverfront Drive helping to create an identity for this area to be recognized as a destination.

Specialty retail will continue to be promoted and enhanced through this area as redevelopment opportunities balance mixed uses within. Along the east side of Riverfront Drive specialty retail and mixed use will be promoted to make Old Town a destination for the community at large and the residents in Washington Park. The continued promotion of a corporate presence and expansion on the west side of Riverfront Drive will enhance the variety of purposes and full utilization of the mixed-use synergy in this area.

The city support of storefront, rear storefront alleyways and building rehabilitation will continue as a strategic method of supporting business retention and expansions. To that end, grants and low interest loans will be made available to reclaim historical character while making the properties economically viable. Opportunity for upper floor development, whether office or residential, is expanded to reflect the structural range in both our population, and view of the world, as well as auxiliary planning principles such as smart growth, energy cost and sense of place.



Emphasis will be extended to include the reinvention of alleyways to encourage and accommodate both vehicular and pedestrian access to specialty and service retail via rear storefronts. In an effort to make rear store fronts more available and inviting to the pedestrians, alley gateways on Plum Street and Rock Street in addition to increased lighting and beautification efforts, will serve to pronounce the alley as a user friendly entrance and give users a sense of security.

As a myriad of uses exists in this unique area of the City Center, we realize that parking is not without its need for evaluation. Parking will be fully utilized as an attempt to coordinate public and private parking needs. As a result, parking will be better identified for the variety of reasons it serves. In addition to enhancing the supply of on-street parking, efforts will be pursued to assist property owners to co-op existing private parking for more effect usage and to strategically acquire properties along Second Street for parking conversion.





# OLD TOWN AND WASHINGTON PARK

MANKATO, MINNESOTA

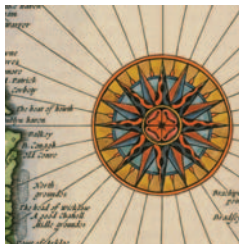




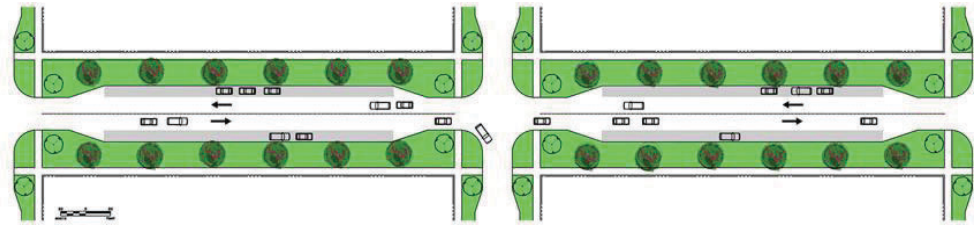
A circular diagram from the Voynich manuscript, featuring a central star-like shape with eight points, surrounded by concentric rings of smaller, similar shapes. The diagram is labeled with various Voynich script words around its perimeter.

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## SECTION 2 CITY CENTER RENAISSANCE VISION



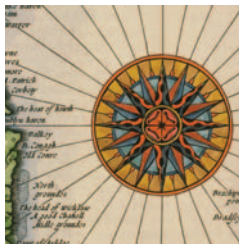
### BROAD AND 4TH STREET TRAFFIC CALMING

As we seek to reclaim the sense and function of traditional neighborhoods in areas within the City Center, Washington Park will be a pilot area for neighborhood associations that represent partnerships between the residents and with the City in holistic efforts to sustain and enhance the area as a place to reside and thrive. Recent rezoning will aid in preservation of the beautiful and historical homes from conversion to high occupancy multi-family dwellings and seek to increase livability. Promoting strong neighborhood associations add to the vitality of our City Center as they reflect the goals of the residents and City combined.

Washington Park is also the pilot project for the pattern book to be used as an architectural guidebook as to the possibilities of improving properties for usability while maintaining the historic character of contributing homes. This area contains a balance of quality constructed, unique and one of a kind homes that are affordable and attractive to diverse populations and family structures. This book will communicate rehabilitation standards and highlight the significance of the architecture unique to the Washington Park identity.

Application of the pattern book standards should be used if residential rehabilitation programs are made available by the City. Property improvements will be encouraged and guided through the use of the pattern book and implementation of preferred development guidelines. We see mixed use in this area as being needed and necessary, however consideration to the built environment to ensure support of the needs of the mixed-use area is given (i.e. parking).

The distinctive opportunity for neighborhoods in the downtown area will be to expand the supporting uses within downtown, which in turn, reflects back to the neighborhood as growth continues. With the close proximity of the neighborhoods to retail and commercial space, the City Center is strengthened as it becomes a valuable space for all people and visitors but more importantly residents who come to rely on the services contained within walking distance. There is nothing better to put on a downtown sidewalk than people and there may be no more effective way to do that then to get people living and invested in neighborhoods around downtown.



## SECTION 2 CITY CENTER RENAISSANCE VISION

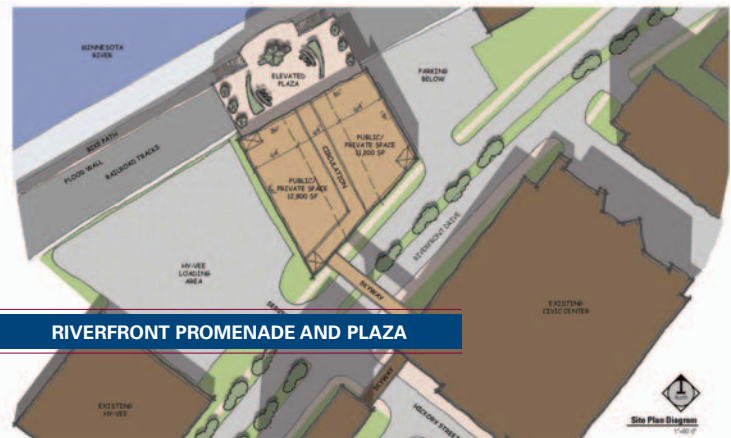
### DOWNTOWN CORE

The Downtown Core represents the center of the city as the historical location of its founding and the community's civic, entertainment and institutional hub. The vision for the downtown core is to support the existing functions and promote cultural, historical and recreational assets, while fostering retention and expansion of businesses.

The reconnection of Second Street at the Veterans Memorial Bridge is seen as an attribute by reconnecting a traffic artery. To reconnect the center of the city to its original street grid pattern offers a sense of opportunity for connecting to our past and providing redevelopment potential for areas that were underserved by traffic patterns. In connection with the 2nd Street project, the long anticipated Veterans Memorial and reflection area may be realized as well as conversions to fully utilize the area under Veterans Memorial Bridge, with the possibility of constructing multi use recreational courts. Coupled with these projects should be a renewed focus to enhance the programming utilization of the library and promoting its presence as one cornerstone of the City Center cultural and arts revival.

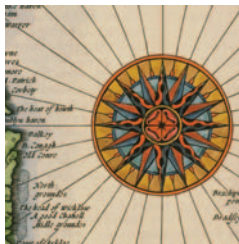
A signature component is to provide access from the Core to the Riverway by providing an opportunity for functional frontage on the river through the development of a Riverway Promenade and Plaza. This has been a long term goal of Downtown Redevelopment planning and concepts

were proposed as part of Riverfront 2000. The Riverway Promenade and Plaza will function as the center hub of the Riverway system, with a river overlook, bank alterations to allow residents to access the water's edge, and moveable piers for boating tie-ups. This attraction will have



waving concrete forms stepping down to meet the Minnesota River bank. The solid forms emerge from the rocky banks and smaller steps provide easier access to the water's edge. The Plaza fills the need in the Core by creating a community focal point and a central access portal to the Riverway Recreational System. This Plaza provides further connectivity between the river trail and the City Center and can be used for programming events with the river as a backdrop.

Parking is also included in the plan which increases the supply of convenient parking that supports activities. Two ideas unfold as possibilities to best utilize this concept: one would include parking underneath with the 2nd story accommodating parking that can be converted to programming space and connects to overlook area to the river with stairs descending to the river and the promenade. It is likely with this effort a skywalk would extend from the second story of the plaza to the Civic Center. An alternate approach would augment a public or private redevelopment activity that would incorporate a public plaza feature (i.e. restaurant or café), as long as the public would be able to fully utilize this attraction.



## SECTION 2 CITY CENTER RENAISSANCE VISION

Enhancement along the floodwall with landscaping and reforestation will be pursued with the caveat that it cannot negatively impact the floodwall or levee system. The flood control project is a community asset that protects the City Center and activities within project boundaries that is governed by Federal regulations of the United States Corps of Engineers. Even with the controls to protect the flood project, modifications are permitted such as the further promotion of the Riverway and bike path accessibility that would be accomplished via the parking plaza and sky bridge.

Bringing existing facades of buildings and structures into conformance with the architectural image of the City Center can be accomplished. Additional focus in this area includes storefront enhancement to the HyVee building which is a valued use in the City Center. Further landscaping and enhanced greenway/trail connection to the Sibley Parkway may be accomplished in existing buffer areas between the rail corridor, floodwall and the private properties fronting on Riverfront Drive and Poplar Streets. Landscaping strategies along the flood wall and rail corridor should reflect the natural environment of the Minnesota River Valley though the utilization of existing and historical endemic vegetation and physical features such as native stone.

The railroad is another historical element of the City and provides valuable shipping to local industries. The secondary adverse affects of the railroad, most notably the noise and access issues, need to be mitigated to support the viability of current and future land uses. A whistle-free corridor through the entire City will be pursued which will reduce noise impacts, improve access and enhance safety.

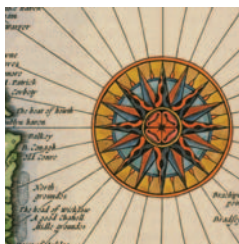
The identity of downtown expands from a Riverway attraction to an established convention campus with the Civic Center being the nucleus. Physical pedestrian connections are developed on the ground level and by skyways to the downtown hotels and parking ramps. These connections will provide convenient ease of movement and activity among users and pedestrians to access points on the campus. The connectivity will be focused along a "spine" that coincides with the past location of Front Street and extends from Main Street to Cherry Street; including interconnection of the Civic Center, the hotels, parking ramps, Mankato Place, and the Front Street Plaza. This effort to reclaim Front Street reflects the heritage of community activity in the Core.



An outdoor plaza is located between the Civic Center, Intergovernmental Center, Graif Building and Hilton Garden Inn. This plaza offers the opportunity for another community focus as a gathering place with event programming a high priority. The plaza will be enhanced through landscaping elements, suitable public art and other attractions to coincide with the scale of the plaza. As multiple uses are seen within the surrounding buildings, this plaza becomes its own destination for pedestrians.

The Mankato Place atrium offers another unique opportunity for enhancement to foster a deeper utilization of the space in a setting that capitalizes on the appreciation of the

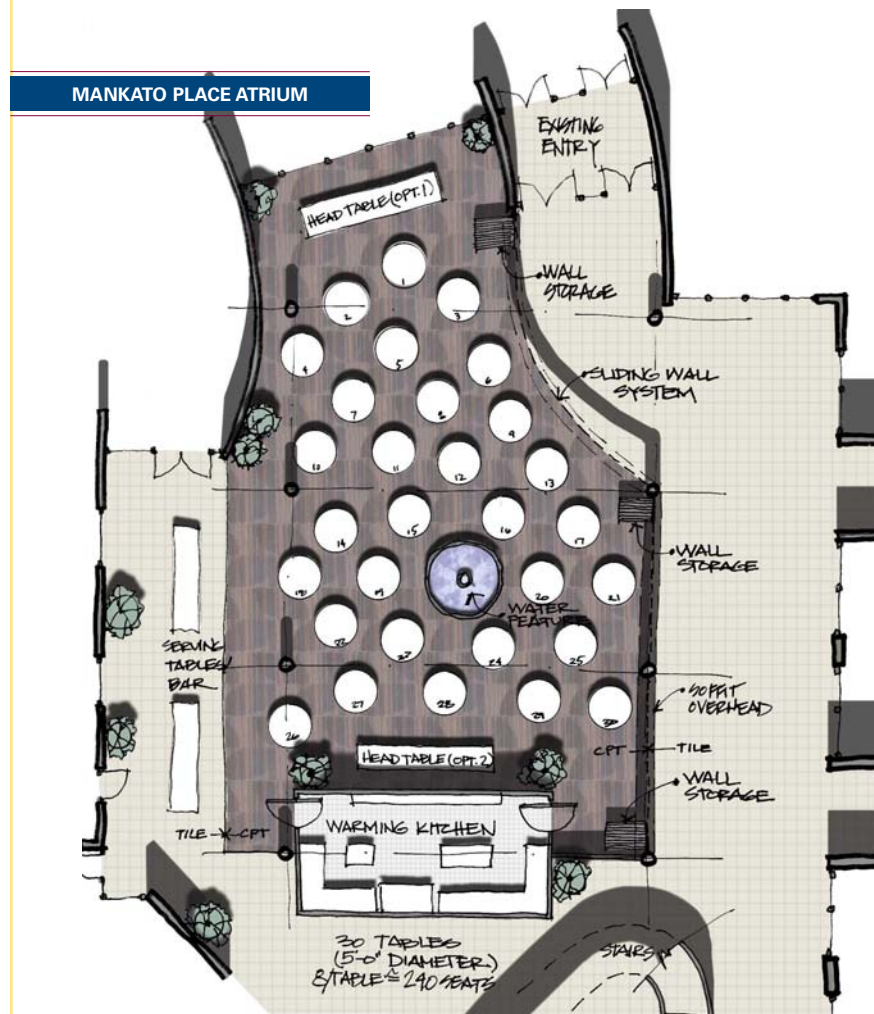




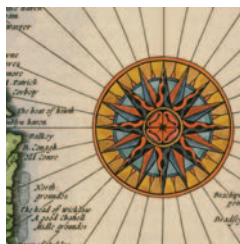
## SECTION 2

CITY CENTER RENAISSANCE VISION

surrounding environment and the links found along the Front Street reconnection. The atrium, like the plaza, offers indoor programming and event spaces that can compliment activities in the Plaza and Civic Center. The Mankato Place Atrium offers a unique opportunity for enhancement to foster a deeper utilization of the space in a setting that capitalizes on the appreciation of the surrounding environment. The atrium, like a plaza, offers indoor programming and event spaces that can compliment activities in the Plaza and Civic Center.



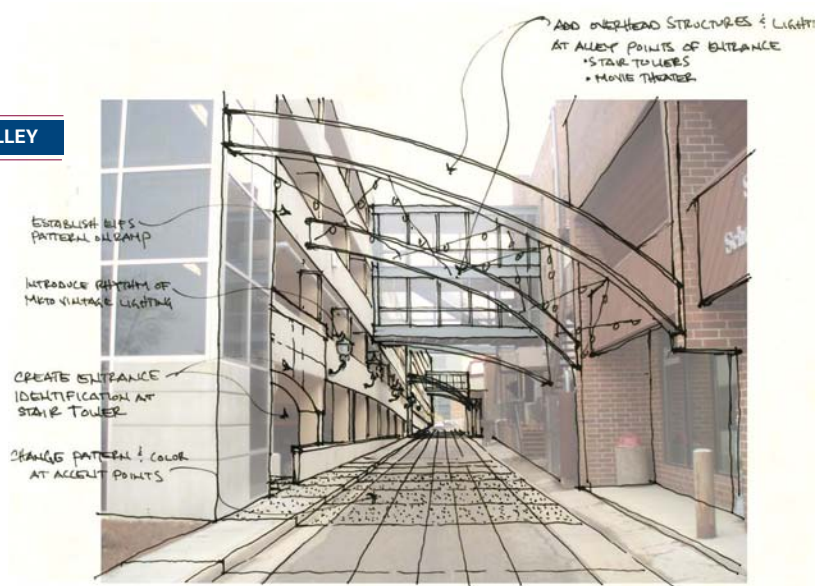
Similar to the proposals for HyVee and other structures within the City Center, the Mankato Place ramp will undergo facade upgrades to enhance the appearance. As has been the practice, Downtown Core parking facilities will be continually evaluated for supply and demand management. In this dense location, coordination of parking will be promoted to fully utilize both public and private spaces within the City Center. Parking is a needed component to businesses within the area, so the use and distribution should be continually monitored. Future ramp expansion coupled with redevelopment activity could occur between the Brett and Graif buildings, as well as the Heco building and Jackson Street. Emphasis will be placed on multi-use facilities developed in conjunction with parking structures in order to fully utilize spaces and build on the critical mass in the Core.



## SECTION 2

CITY CENTER RENAISSANCE VISION

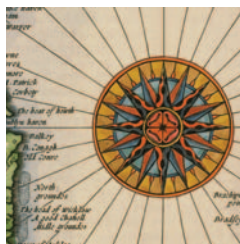
### ENTERTAINMENT ALLEY



Alley enhancements will also take place in other areas of the Core such as South Front Street. The enhancements will involve different elements such as lighting, landscaping and beautification efforts. In addition to better identification, coordination of parking space will be pursued in an effort to create safe and inviting alleys for businesses, patrons and residents. This also benefits the Renaissance in adding unique charm and livability to the area.

The Bus Rapid Transit and multi-modal efforts discussed with the Old Town Improvements will extend to the Downtown Core. The center of the city will also produce a transportation hub with the creation of the Downtown Transit Hub at Second Street and Hickory Street. Bus Rapid Transit (BRT) will connect the City Center to Minnesota State University and the Hilltop commercial sectors. BRT is a new form of public transportation that uses public roads, right-of-way and transit advantages to provide dependable, high-speed bus service regardless of weather or traffic conditions. It is fast, convenient and accessible, combining the advantages of rail transit with the flexibility of bus service to provide commuters with a sense of reliability. Off-street pedestrian and bicycle connections and "pathways" will connect the Main, Broad, Cherry and Front Streets to portals of entry to the Riverway and the pedestrian network on Riverfront Drive.

South Riverfront Drive medians will be enhanced with plantings, banners and/or lighting in order to provide a consistent theme of streetscape design motif and branding throughout the City Center. Coupled with these improvements and the reestablishment of traditional traffic patterns, standardized directional changes will aid in way finding for

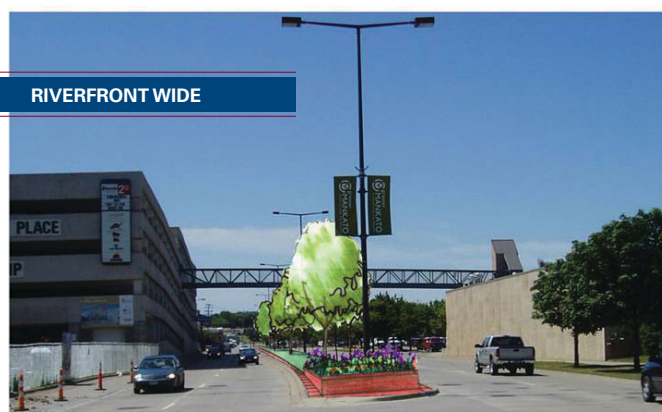


## SECTION 2

CITY CENTER RENAISSANCE VISION

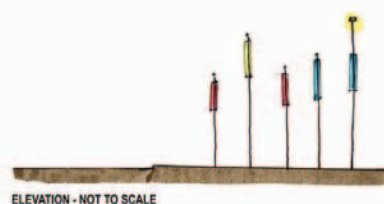
destination and service locations in the Core. Traffic calming measures will be evaluated for Cherry and Warren Streets in an effort to transform the traffic characteristic to a livable condition for pedestrians and residents along these collectors.

With enhanced pedestrian links and the reestablishment of the Front Street corridor, the connection of activity will include South Front Street, which will continue to be promoted as an entertainment district as defined from Riverfront 2000. However, the scope of function will be to diversify the area to include more street-level shopping area and service that will create synergy with the Art and Cultural District. Restoration of storefronts and supporting rear storefronts will support these efforts and ensure that the buildings remain structural and historically viable.



### CONCEPT 1

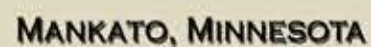
- New Ulm Quartzite Maintenance Strip Along Edge
- Turf Grass and Trees in Median
- New Ulm Quartzite Raised Planter with Perennial Plantings
- Existing Lights with Colored Banners



### CONCEPT 2

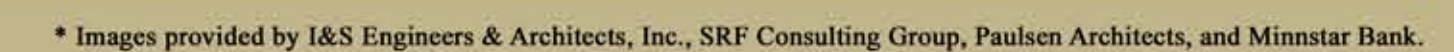
- New Ulm Quartzite Paved Median
- Existing Light Fixtures and Poles with Colored Banners
- Cluster Banner Poles of Various Heights Near End of Median



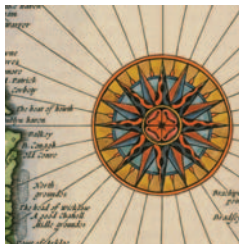


\* Images provided by I&S Engineers & Architects, Inc., SRF Consulting Group, and Paulsen Architects.









## SECTION 2

CITY CENTER RENAISSANCE VISION

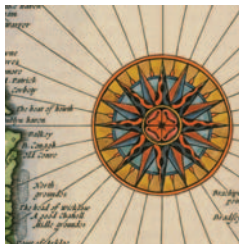
### OLD MAIN

The Old Main area is rooted deep with history as it is the historical location for the Mankato State College. The former campus buildings of Mankato State College have been adaptively reused by private and public entities for a variety of governmental and residential services. The Old Main building, which was the heart of the former campus, is a prime example of adaptive reuse and is currently used for senior housing with a signature programming space. The surrounding neighborhood reflects the past presence of the college with many rental and mixed dwellings that were formerly used for student housing. The Blue Earth County Courthouse is another prime example of adaptive reuse of a significant historic building in the community. While government functions within the Courthouse have changed over the years, the building continues to be the seat of government for Blue Earth County and anchors the eastern side of the Minnesota River Valley with its imposing presence. The Old Main area is a gateway jewel of the City Center, as it possesses the panoramic view of the river valley, significant building masses and plenty of redevelopment potential. Old Main also serves as the connective node between Washington Park and Lincoln Park neighborhoods as well as the Hilltop areas of Mankato via the Willard Parkway (Glenwood Avenue). The vision for this area is to continue to encourage adaptive reuses and redevelopment of the district while preserving the historical roots embedded in this area.

Redevelopment activities will be pursued in strategic locations to keystone projects that in turn will create an environment for positive spin-off development. In order for this to be successful and to allow a wide range of potential redevelopment, activities will be governed by new flexible zoning standards that will allow for a variety of uses within existing structures and site redevelopment based on performance and design. Of these opportunities, the Nichols Office Building site may be the first keystone project for this area. The Nichols building is obsolete and the owner has expressed a willingness to explore options for the site which has prime location characteristics and great views of the River Valley. Infill development will be done to accentuate and maximize the use of properties and will serve to respect open space objectives for sites near the bluff. The Jackson Parkway visual corridor, which starts at Old Main and descends into the Downtown Core, will be an attribute in Nichols redevelopment.



Streetscaping will give way to sitescaping in the form of community gardens and the reclamation of historical terraces once located on the Mankato State College Campus and constructed during the Great Depression. The residential area behind Old Main is targeted for historic preservation efforts. These homes are of historic significance to the community, as staff associated with the Mankato State College once inhabited them.



## SECTION 2

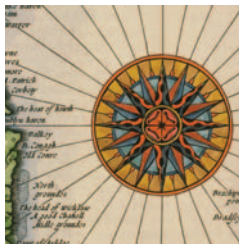
CITY CENTER RENAISSANCE VISION

The application of performance zoning will be necessary to address the Five Corners area which is bounded between 5th Street, Warren Street and Glenwood Avenue. Substandard and blighted properties will need to be addressed in this area. Three potential options have been identified to address redevelopment concerns of this area. One option is to create a redevelopment node between Warren and Cherry Streets. Glenwood Avenue and 5th Street can be a redevelopment site and/or green space. The second option may include the removal of Cherry Street to extend the redevelopment pad to conjunct with the current Old Main facility property and recreate a larger redevelopment pad. Lastly, removal of 5th Street has been considered to create a redevelopment pad and potential green space to be utilized by the Historical Society and/or other community non-profits. In order to successfully redevelop this area, a considerable amount of flexibility and boldness of thought will be required.



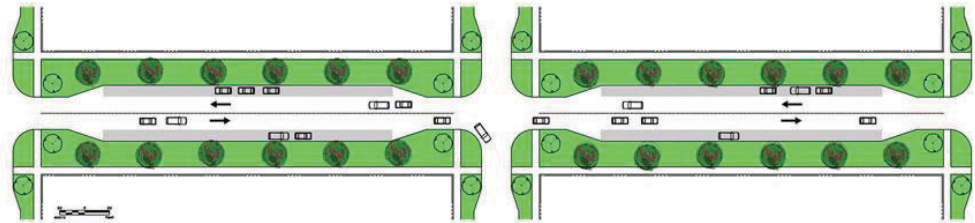
Arts and Culture activities will aid in the revitalization efforts by the establishment of a definable district to focus on the complimentary mass of clustered activities. The District will be a signature area of the City Center that focuses on the concept that the co-location of culture and arts activities will become an identifiable economic generator for the community and a focus of City Center activity. The economic impact of the art and cultural district will become identifiable and measurable as the activities will attract residents and tourism that support adjacent businesses such as restaurants, lodging and retail. The District will be rooted in current facilities within the City Center including the Hubbard House, Carriage House, Emy Frenz Arts Guild, Cray Mansion, Carnegie Art Center, Heritage Center, Summit Center and Betsy Tacy House. The sunken gardens off Warren Street will add to the beautification and function as a natural setting for possible reflection and outdoor programming within the Cultural and Art District. Streetscaping corridors surrounding the District will incorporate elements to create a cohesive environment to draw attention to the presence of Cultural and Arts activities.

To calm traffic, 4th and Broad Streets will be converted from one-way pairs to two-way streets; coupled with strategic placement of traffic controls and functional streetscaping improvements such as neck downs. Key intersections will have neckdowns which



## SECTION 2 CITY CENTER RENAISSANCE VISION

reduces the street width to slow traffic and reduce the crossing width for pedestrians. Stop signs will be placed strategically to continue calming effects. These efforts will promote livability by slowing and reducing the traffic within neighborhoods and fostering safety for pedestrians.

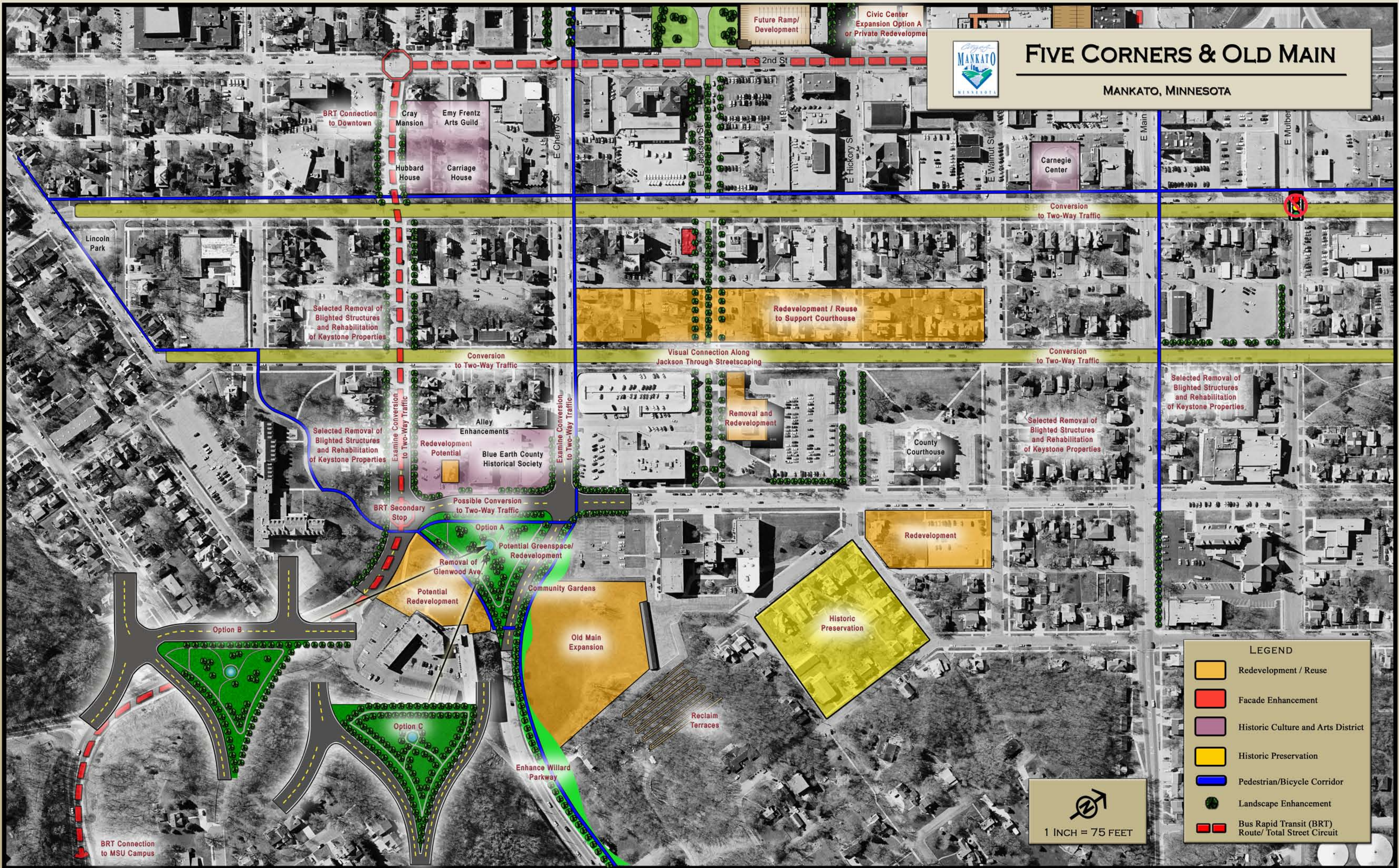


### BROAD AND 4TH STREET TRAFFIC CALMING

Warren Street and Cherry Street will be a future traffic study area for examination of possible one way to two-way traffic conversion. This study should be conducted once the recommended transportation changes have had time to equalize traffic impacts. The conversion of Cherry Street and Warren Street may aid in moving traffic through the area and to underserved parcels, such as the Blue Earth County Historical Society. The conversions may also open possibilities for additional pedestrian connectivity and aid in calming traffic along these streets.

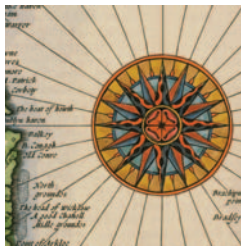
Opportunities to connect Old Main to the valley it overlooks and other areas of the community will be pursued. Pedestrian and bicycle connectivity will be enhanced via the Glenwood Trail System with linkages to the Riverway. Warren Street will be the path of the BRT (bus rapid transit) and will proceed to the Minnesota State University Campus. The BRT will provide multi-modal connectivity between the City Center sectors and the outlying businesses and nodes located on the Hilltop of Mankato and North Mankato. The connectivity with the BRT will open market potentials by giving visitors easy access from the River Hills Mall area to the business and cultural resources in the City Center. This is also one step in redefining the form and function of public transportation in the community; the goal being to reduce the reliance and necessity on personal vehicles to move between community centers. The mixed use City Center and the BRT will be one model in the community's efforts to balance the "sources and sinks" of our inputs into the global environment.





\* Images provided by I&S Engineers & Architects, Inc. and Paulsen Architects.





## SECTION 2 CITY CENTER RENAISSANCE VISION

### SOUTH RIVERFRONT AND LINCOLN PARK

An eclectic matrix of uses encompass the areas of South Riverfront Drive, South Front Street, and Lincoln Park. The area represents a unique blend of commercial, service areas, redevelopment opportunities and recognized historical assets.

The vision for Lincoln Park is to pursue neighborhood preservation and enhancement through implementation strategies to encourage home ownership, owner occupancy and rehabilitation. The pursuit of neighborhood preservation and enhancement is rooted in the effort to promote long-term health and resilience of the community by providing a stable residential environment. This includes efforts that target residential property rehabilitation, historic preservation, neighborhood associations and traffic calming. All of the fore mention programmatic efforts reinforce a commitment to preserve and enhance our existing neighborhoods of the City Center.

Success in the realm of rehabilitation and preservation is prevalent in Lincoln Park. Over the past 10 years, there has been a determined effort to rebuild the structural environment of the neighborhood through the availability of grants funds. The funds encourage home ownership and rehabilitation in a manner consistent with the historic character of the area. The success of these efforts puts Lincoln Park at the forefront; leading in restoration and rehabilitation efforts which capture the rich community heritage of the neighborhood. Creating a culture of preservation, blended with strategic implementation of preservation controls, will serve to ensure that the historic fabric remain intact in this area. Livability norms and enforcement thereof will be enforced in this area through programmatic education, enforcement and design.

Balancing vehicular traffic with the needs of the residential neighborhood will be achieved through the implementation of traffic calming measures. The concentration of these efforts will be placed on Pleasant and Van Brunt Streets with the potential of conversion to two way traffic and pedestrian neck downs at key intersections with neighborhood scale traffic control. A primary goal will be to reduce the speed and volume of traffic that is currently using the neighborhood as a traffic conduit to access destinations outside Lincoln Park.

As we seek to reclaim the sense and function of traditional neighborhoods in areas of the City Center, Lincoln Park will be an area to expand the Neighborhood Association Program which represents partnerships between the residents and with the City in holistic efforts to sustain and enhance the area as a place to reside and thrive. This program will build upon the long-standing efforts of Lincoln Park residents working together to promote neighborhood enhancement. Fostering strong neighborhood associations add to the vitality of our City Center as they reflect the goals of the residents and City combined.

Lincoln Park, South Front Street and South Riverfront Drive are interconnected through trails, bike routes and the sidewalk system which reach the Riverway. An interconnection node to link the Glenwood Trail System to the Riverway is proposed to meander through the Lincoln Park Neighborhood using existing pedestrian ways. Bicyclists will be able to access the designated bike route established on Broad Street which continues onto West Pleasant Street extending to West Mankato and South Riverfront Drive. Along the bike routes are the City's expansion sidewalk system.

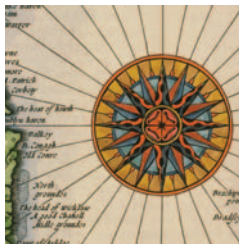
Mixed use redevelopment opportunities will be embraced on South Front Street with a priority on neighborhood retail and conversion to row housing. Development activities should compliment the residential nature of Lincoln Park and the commercial nature of Riverfront Drive. Redevelopment activity will be integrated into the storefront rehabilitation strategies of signature properties/areas. The City support of storefront, rear storefront

## STOREFRONT REHABILITATION



## REAR STOREFRONT ENHANCEMENTS

An architectural sketch of a row of colorful, multi-story buildings. The buildings feature various storefronts, including large windows, balconies, and awnings. The colors are vibrant, with shades of yellow, orange, and blue. The sketch is set against a blue sky background.



## SECTION 2

### CITY CENTER RENAISSANCE VISION

The South Front Street and Riverfront Drive area will be blended through establishing streetscape corridors that build upon the current streetscaping elements (i.e. lighting and landscaping). The urban forest canopy that is found in Lincoln Park will be extended onto South Front Street and Riverfront Drive. The current boulevard widths along these corridors present the opportunity for native and ornamental trees to be easily integrated into the Streetscape Corridors. Streetscaping efforts will provide a buffer for pedestrians along the established sidewalk system on South Front Street and Riverfront Drive. Current efforts will be built upon to create cohesive streetscape corridors with elements such as lighting, plantings and signage.

The Law Enforcement Center and surrounding sites will be a focus for redevelopment and possibly adaptive reuse. The redevelopment should include foresight as its use will support and compliment the urban service matrix and diversify the South Front Street and Riverfront Drive commerce area. These areas are envisioned to be the support and service sector to the emerging Cultural and Art District.

As a myriad of uses exists in this unique area of the City Center, we realize that parking is a critical element to foster business success. Parking will be fully utilized as an attempt to coordinate public and private parking needs. As a result parking will be better identified for the variety of reasons it serves. In addition to enhancing the supply of on street parking, efforts will be pursued to assist property owners to co-op existing private parking for more effect usage (i.e. 500 Block South Front).

Sibley Parkway redevelopment (Phase 2) will be catalyzed through road extension Riverfront Drive to Poplar Street. The City received a grant from the State to assist in the infrastructure cost associated with this area. Along this corridor will be landscape enhancement and urban reforestation through use of boulevard enhancements and public land plantings. An undetermined site within this area will be home to the Mankato Public Safety Campus. The road extension resulting in improved access and increased visibility will increase the redevelopment potential in this area. The redevelopment activities will create a balanced mixture of commercial, industrial and city services along the Parkway extension.

Riverway access will continue through this area via a trail extension along Poplar Street. Accompanying reforestation and “greening” of the river corridor and flood project continues in this area in coordination with efforts seen throughout the City Center. This area of the Riverway will posses concentrated urban reforestation along the Highway 169 and floodwall corridor. Along the Riverway, a river promenade will be introduced as a portal to provide intermittent river access along the trail system with concrete forms creating a stepped access to the river. This will serve to complement the biking corridor between the Red Jacket Trail and the Sakatah Trail.

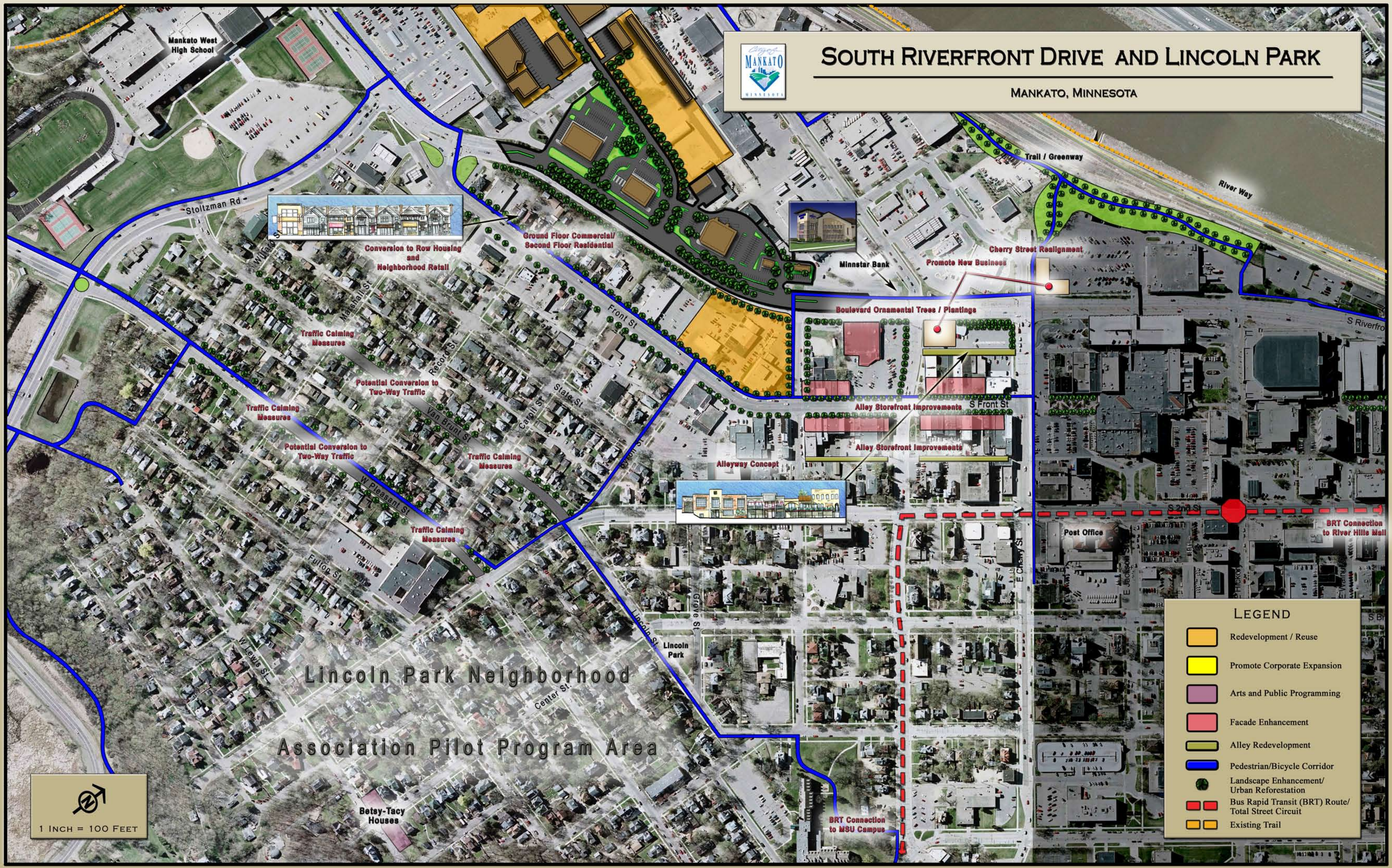
Minnesota Riverbed enhancement will be aimed to create natural pools and riffles to give cause to attract users to the river intermittently along the Riverway Corridor. These enhancements will break the monotony of the engineered riverbed and recreate riparian habitats that were once located in the river, thus aiding in increasing the biologic diversity of the river system.





# SOUTH RIVERFRONT DRIVE AND LINCOLN PARK

MANKATO, MINNESOTA



LEGEND

Redevelopment / Reuse

Promote Corporate Expansion

Arts and Public Programming

Facade Enhancement

Alley Redevelopment

Pedestrian/Bicycle Corridor

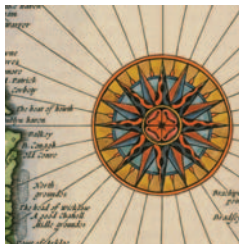
Landscape Enhancement/  
Urban Reforestation

Bus Rapid Transit (BRT) Route/  
Total Street Circuit

Existing Trail

1 INCH = 100 FEET





## SECTION 2 CITY CENTER RENAISSANCE VISION

### SIBLEY PARKWAY

Sibley Parkway Phase I Redevelopment is an extension of Mankato's Sibley Park Neighborhood. The development along the Parkway will compliment the neighborhood's character, traditional neighborhood design and Midwest housing traditions. Sibley Parkway will include a village center and present the unique opportunity for a discreet community along the Minnesota River. The Sibley Parkway Phase I Redevelopment plan will bring the essence of riverside living and blend into the existing traditional neighborhood design that is found in Washington Park, Lincoln Park and existing Sibley Park neighborhoods.

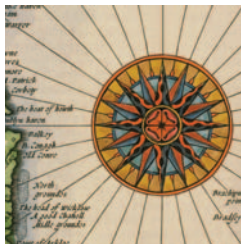
To effectuate the vision of Sibley Parkway Phase I, both Public and Private realm design and development objectives are identified. The public realm design objective creates interaction points or activity areas that provide interesting and functional linkage between interaction points in each neighborhood. The linkage designs include sidewalks, trails, streets, trees, landscaping, signage and lighting. The attributes of this area are the Village Center, a traditional neighborhood shopping area, Sibley Park with its pristine landscaping, public buildings and the Minnesota River with the Riverway connectivity attributes. At the neighborhood level, the focus is on parks and smaller gathering places with play equipment and gazebos.

The private realm addresses not only home styles, but also the relationship between yards, lots, pedestrian system and homes. The objective is to maintain the neighborhood relationships and create vertical scale in various neighborhoods while maximizing traditional home consumer choices. Furthermore, a Village Center will be established along Riverfront Drive which includes a mixed use of housing, office and shopping areas. The Village Center may be a centralized location or result from the interconnection of development sites with a variety of uses. Walkability is promoted within this area by linkages connecting Sibley Park, the Riverway and mixed use areas. Development agreements will be secured between public and private entities to ensure that the vision of the Sibley Parkway is secured.

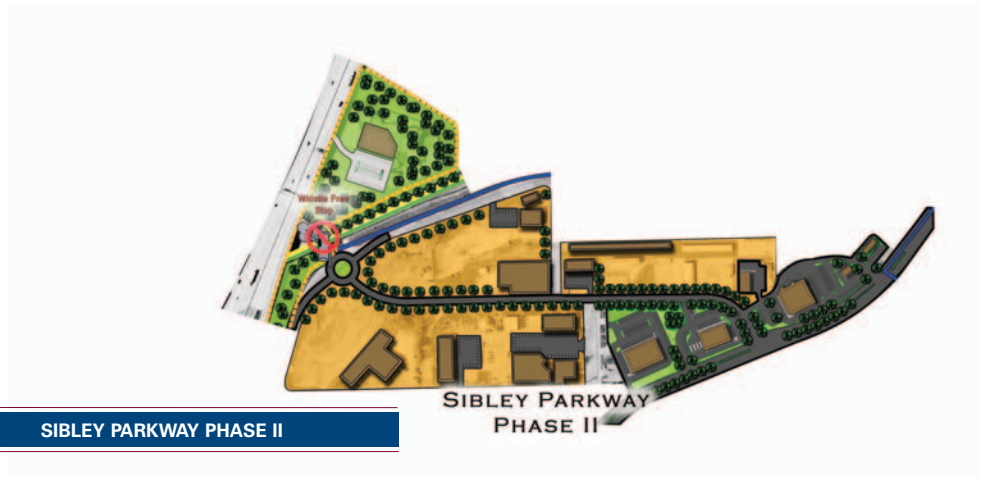


SIBLEY PARKWAY PHASE I

Sibley Parkway Phase II Redevelopment will be catalyzed by a road extension to an underutilized area in order to improve access visibility and generate traffic flows. The redevelopment activities will create a balanced mixture of commercial, industrial, city services and residential. The road extension will be connected to reestablish and extend the historical road connection to Sibley Park. The City received a grant from the State to assist in the infrastructure cost associated with this area. Along this corridor will be landscape enhancement and urban reforestation through use of boulevard enhancements and public land plantings. A site within this area will be home to the Mankato Public Safety Campus.



## SECTION 2 CITY CENTER RENAISSANCE VISION



As we seek to reclaim the sense and function of traditional neighborhoods, Sibley Park will be an area to extend the neighborhood association program; representing partnerships between the residents and with the City in holistic efforts to sustain and enhance the area as a place to reside and thrive. Promoting strong neighborhood associations add to the vitality of our City Center as they reflect the goals of the residents and City combined.

It is envisioned that a pattern book will be developed for Sibley Parkway to be used as a communication tool as to the possibilities of rehabilitating existing structures. The pattern for this area will be unique as it will need to compliment the Redevelopment Design Guidelines that are established for the area. The current housing stock contains a balance of quality constructed, unique and one-of-a-kind homes that are affordable and attractive to diverse populations and family structures. This book will communicate standards and highlight the significance of the architecture unique to the Sibley Park identity.

Application of the pattern book standards should be used if residential rehabilitation programs are made available by the City. Property improvements will be encouraged and guided through the use of the pattern book and implementation of preferred development guidelines.

The rail corridor bisects the area having impacts on health, safety, traffic, access and aesthetics of the existing neighborhood and Sibley Parkway Redevelopment. In order to mitigate the adverse affects of the rail traffic, the promotion of whistle free corridor, pedestrian underpass and other mitigation efforts will be pursued along the corridor.

### RAIL CORRIDOR IMPROVEMENTS

#### Proposed Railroad Corridor Improvements

1. The replacement of Mound Avenue trestle which restricts access to the Sibley Park Neighborhood and Redevelopment Projects.
2. Closing existing substandard vehicle crossings in the Sibley Park Neighborhood (Owatonna and Hubbell Streets) and constructing a pedestrian/emergency vehicle access tunnel at Sibley Street.
3. Closing existing substandard vehicular crossings at Pine Street and 1st Avenue and construct alternative access to the Mankato Regional Wastewater Treatment Facility.
4. Four-gated crossing improvements at 3rd Avenue, Rock Street, and Industrial Road.
5. Close Main Street access to Minnesota River Trail and provide alternative access.
6. Safety fencing along corridor.







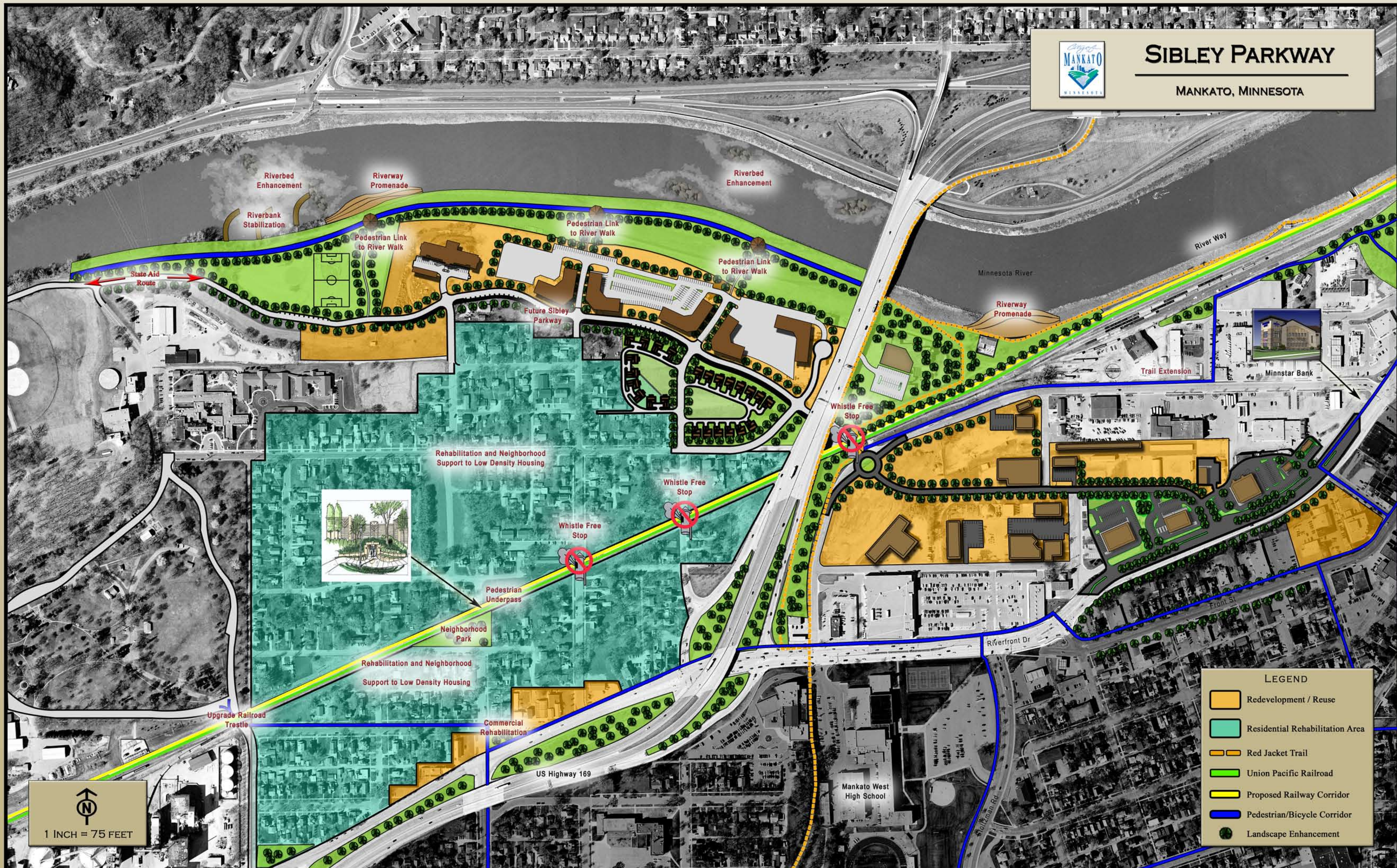
Enhancements will be made to the Minnesota Riverbed to create natural pools and riffles. These enhancements will break the monotony of the engineered riverbed and recreate riparian habitats that were once located in the river, thus aiding in increasing the biologic diversity of the river system. A Riverway Promenade will allow residents to access the water's edge. This attraction will have waving concrete forms stepping down to meet the Minnesota River bank. The solid forms emerge from the rocky banks and smaller steps provide easier access to the water's edge.





# SIBLEY PARKWAY

MANKATO, MINNESOTA



## LEGEND

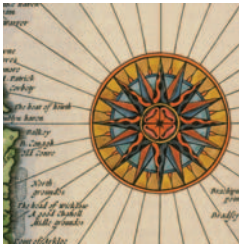
- Redevelopment / Reuse
- Residential Rehabilitation Area
- Red Jacket Trail
- Union Pacific Railroad
- Proposed Railway Corridor
- Pedestrian/Bicycle Corridor
- Landscape Enhancement



1 INCH = 75 FEET



Since the 1970s, the term “downtown revitalization” has been a prominent theme for the community. As much as the Downtown has progressed through past planning efforts, it has only scratched the surface of what the area can become through a renaissance revival. In order to achieve this goal, Planning Principles and Implementation Tactics have been developed to effectuate the City Center Renaissance vision. The Planning Principles and Implementation Tactic will be the policy guiding the City Center Renaissance.



## SECTION 3 PLANNING PRINCIPLES & IMPLEMENTATION TACTICS


### PLANNING PRINCIPLE ONE - Identify redevelopment areas.

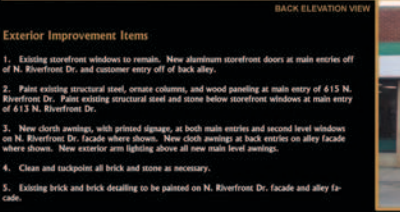
#### Implementation Tactic: Old Town Redevelopment

Current Storefront rehabilitation projects consisting of facade restoration and maintenance in Old Town are key in building the culture of preservation and momentum to continue similar projects. Storefront rehabilitation will continue, as well as, encouragement of rear store front development. Continuation of a corporate presence is beneficial for Old Town and expansion will be encouraged as well as other redevelopment potentials through the area.

#### STOREFRONT REHABILITATION









**Exterior Improvement Items**

1. Existing storefront windows to remain. New aluminum storefront doors at main entries off of N. Riverfront Dr. and customer entry off of back alley.
2. Paint existing structural steel, ornate columns, and wood paneling at main entry of 415 N. Riverfront Dr. Paint existing structural steel and stone below storefront windows at main entry of 413 N. Riverfront Dr.
3. New clorth awnings, with printed signage, at both main entries and second level windows on N. Riverfront Dr. facade where shown. New clorth awnings at back entries on alley facade where shown. New exterior arm lighting above all new main level awnings.
4. Clean and touchpoint all brick and stone as necessary.
5. Existing brick and brick detailing to be painted on N. Riverfront Dr. facade and alley facade.
6. New asphalt paving at back parking lot off of alley.



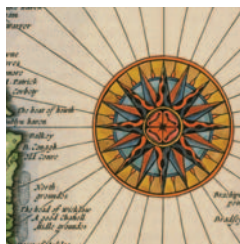
**PAULSEN**  
ARCHITECTS  
309 South Second Street, Suite 201 | Minneapolis, MN 55401  
Phone: 507.388.9811 Fax: 507.388.1731 www.paulsen-arch.com

**613 & 615 North Riverfront Drive**  
Exterior Renovation Study  
December 7, 2006

Disclaimer:  
All new depicted building improvements are conceptual representations. Colors selections to be approved by owner.

Sheet  
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## SECTION 3

### PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

Riverfront Park will be an instrumental public development project and provide a key element along the Riverway.

Removal of the serpentine pattern on Riverfront, increase of on-street parking and streetscaping will create the infrastructure to encourage rehabilitation and redevelopment of properties in the area. Off-street parking potential will be increased through the strategic development of parking areas between 2nd Street and the North Riverfront Drive alley. These parking areas will serve the uses along North Riverfront Drive as well as the redevelopment of 2nd Street. Alleyways will be enhanced through gateways, signage, lighting and surface overlays.

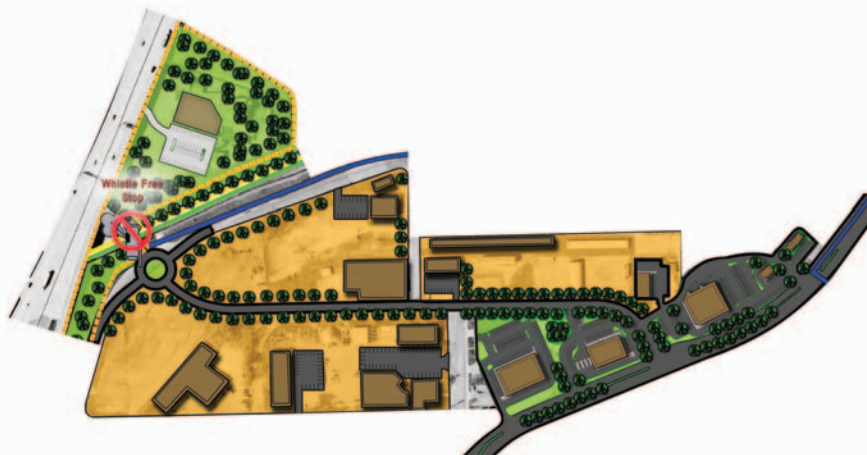
#### WASHINGTON TO SPRING OLD TOWN ALLEYWAY ENHANCEMENT



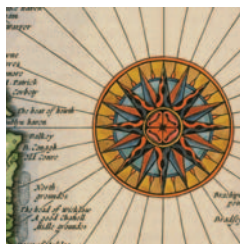
#### Implementation Tactic: Sibley Parkway (City Shop/Salvation Army)

The intent for this area is to redevelop an underutilized industrialized area. The vision of the Patterson area is to create a mixture of commercial, industrial and city services by improving access and site consolidation. Popular Street, Riverfront Drive and Sibley Park will be connected via transportation nodes. Compatibility of the South Front Street Redevelopment District (i.e. Cub Foods) will be necessary as this area redevelops.

#### SIBLEY PARKWAY PHASE II





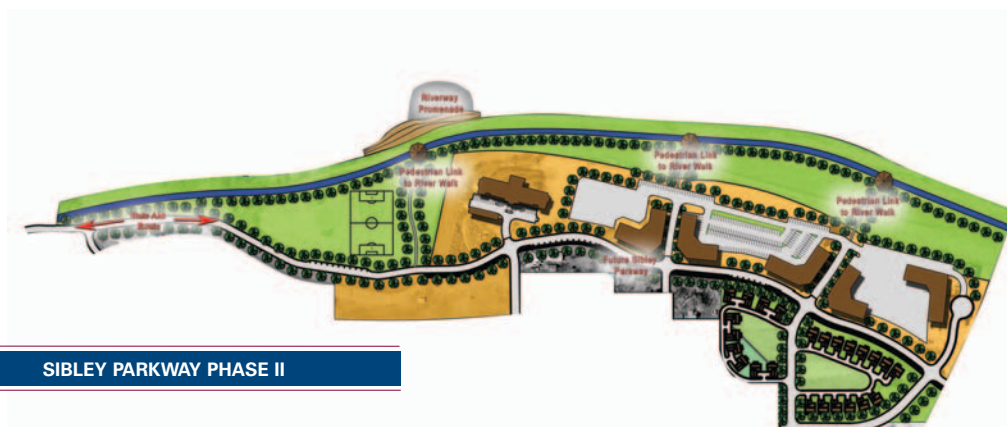


## SECTION 3

PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

### Implementation Tactic: Sibley Parkway (North Star Redevelopment)

The Sibley Parkway is a cornerstone redevelopment project of an approximately 64 acre parcel located on the river. The redevelopment will draw upon the lower west side's character, traditional neighborhood design, opportunity to create a village center and linkage to the Riverway. Redevelopment agreements will be negotiated with developers to ensure the planned development occurs following urban design standards and enhancing the essence of the river. Commercial rehabilitation of properties on Riverfront Drive will be encouraged with the Store Front Rehabilitation Program.

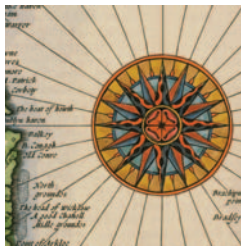


### Implementation Tactic: Downtown Core-Front Street Connections

A City Center Convention Campus will be established via the skyway connection of the downtown hotels, parking ramps, Mankato Place Atrium and Civic Center. Linkages to entertainment, retail and recreational areas will be pronounced. Front Street will be reclaimed as a pedestrian corridor from Main Street to Cherry Street through the Mankato Place Atrium, ground and skyway level connectivity. South Front Street will be promoted as an entertainment and pedestrian scale shopping area that provides synergy with the Art and Cultural District and is linked to the Convention Campus. Storefront and supporting building restoration will be pursued in order to attract and retain businesses. Enhance streetscaping in order to buffer and encourage pedestrian movements in and through the Center.



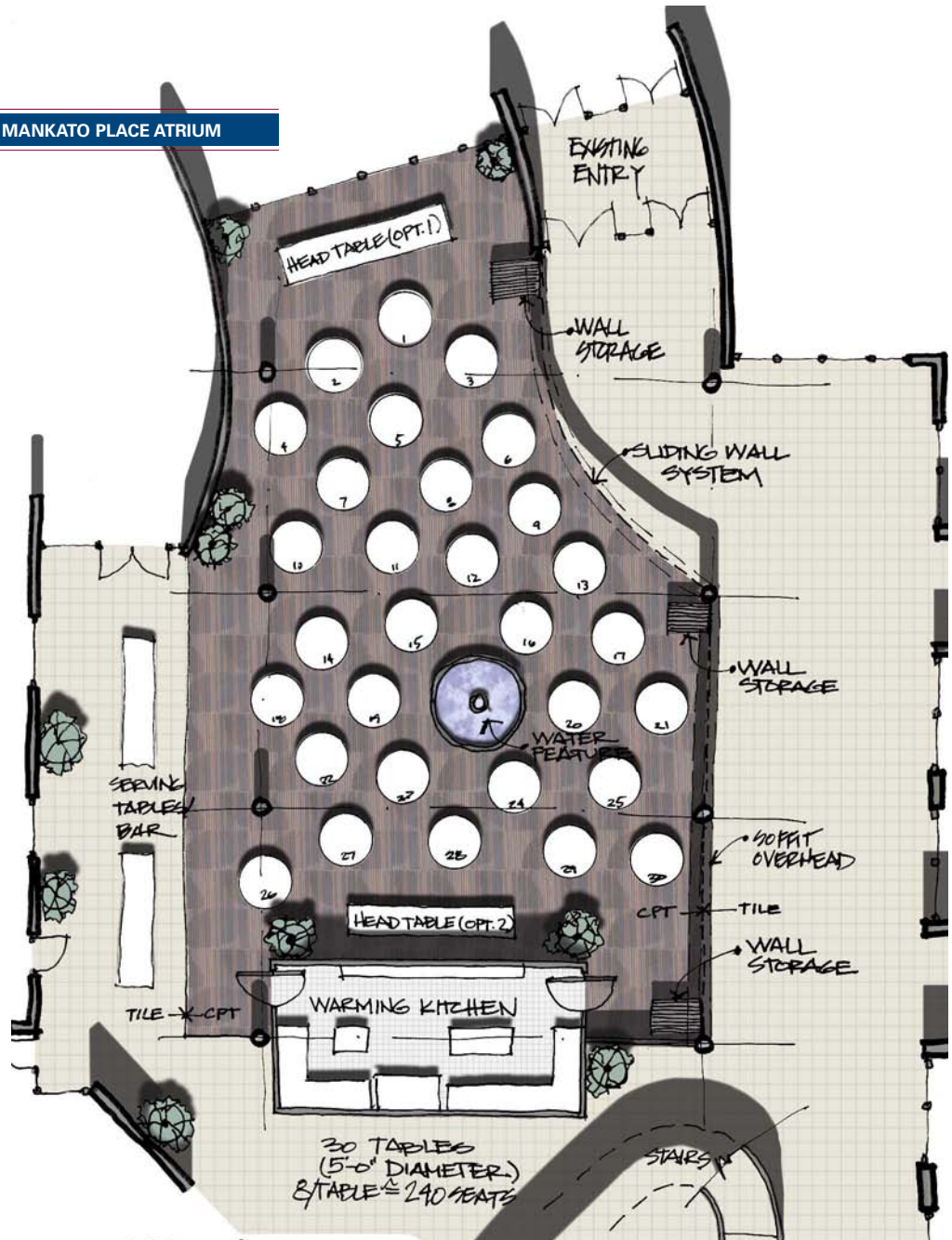




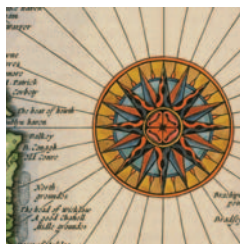
# SECTION 3

## PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

### MANKATO PLACE ATRIUM







## SECTION 3 PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

### PLANNING PRINCIPLE TWO - **Development and design guidelines will incorporate flexibility in application to achieve the vision of the City Center Renaissance.**

Implementation Tactic: Adopt a City Center Development Ordinance.

A City Center Development Ordinance will include allowable and prohibited uses, development standards, design standards, optional design review process and guidelines addressing public amenities. It will also allow a Master Planned Development in order to offer flexibility in height limits. The ordinance will be crafted to achieve the vision of the City Center. This ordinance will be instrumental in application throughout the Old Main and Five Corners Area. Ordinances such as this are common place in downtown areas to encourage mixed density, a variety of land uses and design sensitivity thru the application of form based regulations.

This ordinance is intended to:

- Implement goals and policies of the City's comprehensive plan addressing downtown.
- Create a downtown setting that is mixed-use and is pedestrian and transit oriented.
- Preserve the integrity of residential neighborhoods.
- Guide the location and intensity of development.
- Attract private investment in commercial and residential development.
- Provide for predictability in the expectations for development projects.
- Allow for creative designs in new and renovated buildings.

The City will also examine current zoning standards for the Downtown Core in regards to allowing residential uses in first floor spaces. There is a concern that this provision will result in a disproportionate conversion of space to residential and negatively affect the optimal mixed use that is being sought in the Core. The City will examine this standard and most likely continue to allow residential units above the ground floor and reserve ground floor spaces for nonresidential uses that generate street level activity that fosters a sense of place and synergy throughout the City Center.

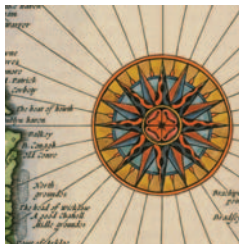
### PLANNING PRINCIPLE THREE - **The rail corridor will be embraced as a major transportation linkage and corridor improvements will be completed.**

Implementation Tactic: Create whistle free corridors and implement visual screening (i.e. design and landscape) to reduce the impact of rail traffic.

The rail corridor transects major residential neighborhoods, the Downtown Core and several business and industrial districts in the City Center. The impact associated with the rail corridor affect health, safety, traffic, access and aesthetics. The rail corridor also impacts the proposed Sibley Parkway Redevelopment project. This is a priority redevelopment for the City Center.

In order to mitigate the adverse affects of the rail traffic, the following are improvements that would result in a whistle-free corridor through the City. The standards for a whistle-free corridor are established by the Federal Railroad Administration. Potential improvements include (not in order of priority):

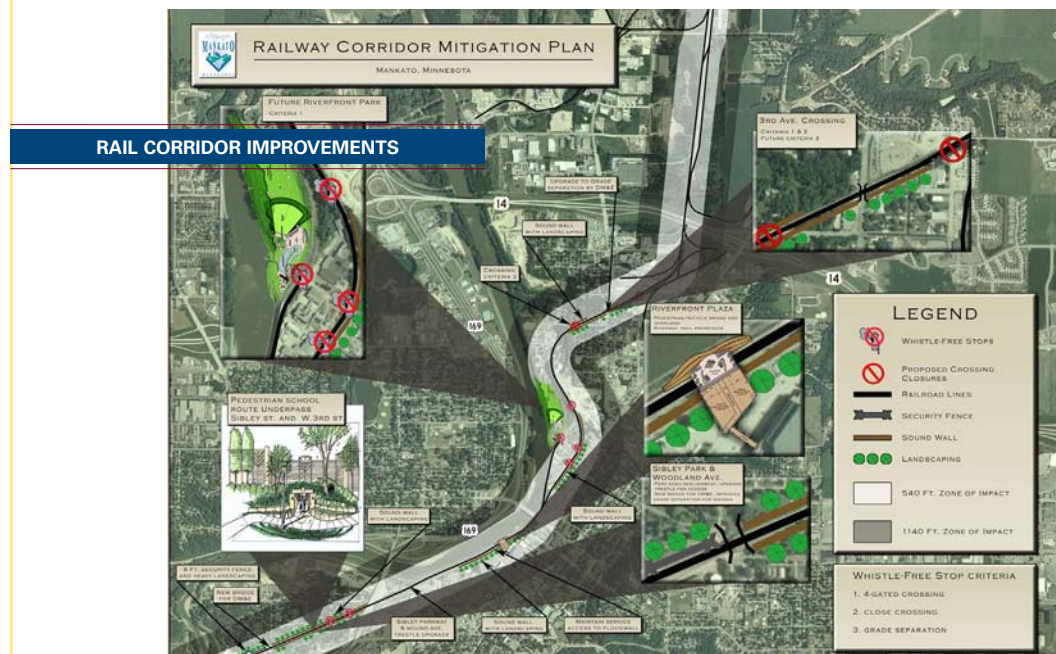




## SECTION 3

### PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

- The replacement of Mound Avenue trestle which restricts access to the Sibley Park Neighborhood and Redevelopment Projects.
- Closing existing substandard vehicle crossings in the Sibley Park Neighborhood (Owatonna and Hubbell Streets) and construction of a pedestrian/emergency vehicle access tunnel at Sibley Street.
- Closing existing substandard vehicular crossing at Pine Street and 1st Avenue and construct alternative access to Mankato Waste Water Treatment Facility.
- Four gated crossing improvements at 3rd Avenue and Rock Street.
- Close Main Street Access and provide alternative access.
- Safety Fencing along corridor.
- Reforestation and landscaping.



#### Implementation Tactic: Adopt a Community Railroad Corridor Plan

The City and DM&E Railroad have approved a draft Community Partnership Agreement. It is unknown at this time if the future DM&E project will be located in the city along the rail corridor that is owned and operated by the Union Pacific (UP) or along the southern bypass route. Regardless of the final route for the DM&E, rail traffic is anticipated to increase along the in-city route because of servicing needs of existing industries and the increased interregional shipping of agricultural products, ethanol and coal. There should be a continued effort to work with our Legislators and the Railroad to meet the above identified improvements.

Implementation Tactic: Future commuter rail corridor will be promoted and potential should be further explored. The rail corridor would link Greater Mankato with other regional centers and the Twin Cities metro area.

The future of a commuter rail corridor should be further explored and embraced as opportunity to enhance the multi-modal system. It is envisioned that collaboration among governmental partners along the corridor will be necessary when working with our Legislators. This tactic should be combined with other efforts to improve multi-modal transportation within the community in order to reduce the reliance on personal motor vehicles.





# RAILWAY CORRIDOR MITIGATION PLAN

MANKATO, MINNESOTA

FUTURE RIVERFRONT PARK  
-CRITERIA 1

3RD AVE. CROSSING  
-CRITERIA 1 & 2  
-FUTURE CRITERIA 3

UPGRADE TO GRADE  
SEPARATION BY DM&E

SOUND WALL  
WITH LANDSCAPING

CROSSING  
CRITERIA 2

RIVERFRONT PLAZA  
-PEDESTRIAN/BICYCLE BRIDGE AND  
OVERLOOK  
-RIVERWAY TRAIL PROMENADE

## LEGEND



WHISTLE-FREE STOPS



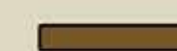
PROPOSED CROSSING  
CLOSURES



RAILROAD LINES



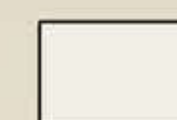
SECURITY FENCE



SOUND WALL



LANDSCAPING



540 FT. ZONE OF IMPACT



1140 FT. ZONE OF IMPACT

## WHISTLE-FREE STOP CRITERIA

1. 4-GATED CROSSING
2. CLOSE CROSSING
3. GRADE SEPARATION

PEDESTRIAN SCHOOL  
ROUTE UNDERPASS  
SIBLEY ST. AND W.3RD ST

SOUND WALL  
WITH LANDSCAPING

SOUND WALL  
WITH LANDSCAPING

6 FT. SECURITY FENCE  
AND HEAVY LANDSCAPING

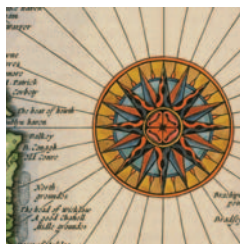
NEW BRIDGE  
FOR DM&E

SIBLEY PARKWAY &  
MOUND AVE.  
TRESTLE UPGRADE

SOUND WALL  
WITH LANDSCAPING

MAINTAIN SERVICE  
ACCESS TO FLOODWALL





## SECTION 3

### PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

## PLANNING PRINCIPLE FOUR - **Vehicular transportation will be balanced within the greater multi-modal transportation system.**

### Implementation Tactic: Implement recommendations of SRF Downtown Traffic Study

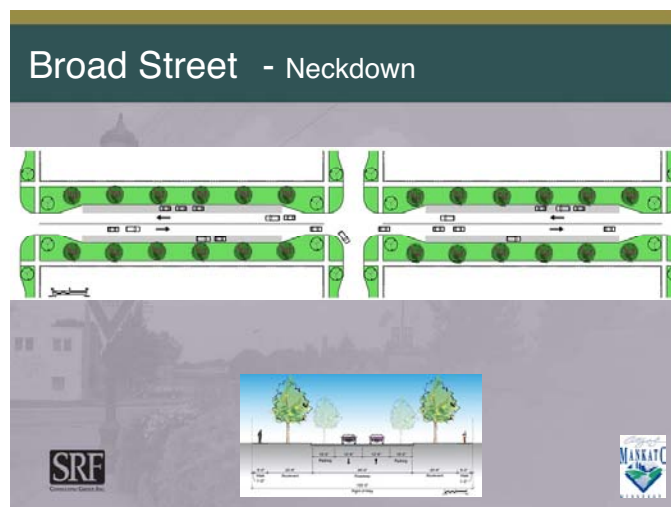
SRF Consultants were retained to conduct a transportation study which included Riverfront Drive, 2nd Street, Broad Street and 4th Street. The recommendations of the study are a “packaged” approach. This acknowledges the delicate nature of vehicular traffic and to deter any unintended consequences. The Lincoln Park area was not included in the original scope of study; however, SRF recommended that the same traffic calming methods used on Broad Street and 4th Street be applied to Van Brunt and Pleasant Streets.

A Downtown Transportation Open House was held. Overall, the recommendations were well received. However, it was evident that the Lincoln Park area needs further analysis prior to implementation. Based on feedback, it is acknowledged that traffic calming is welcomed in this neighborhood; however, the scope of calming methods should be supported by similar analysis as in Broad and 4th Streets. The recommendations that are brought forward from that analysis should be included into this plan. It is expected that a Community Open House will be held to present this information. The transportation changes which will come about from the study should stress traffic calming to restore the traditional neighborhood character of Lincoln Park.

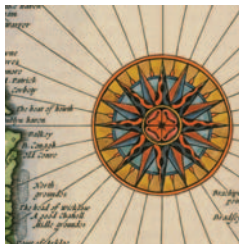
The following are the recommended Downtown Transportation Changes:

#### Broad Street and 4th Street

- One-Way to Two-Way conversion.
- Pedestrian neckdowns and cross street stop signs at key intersections.



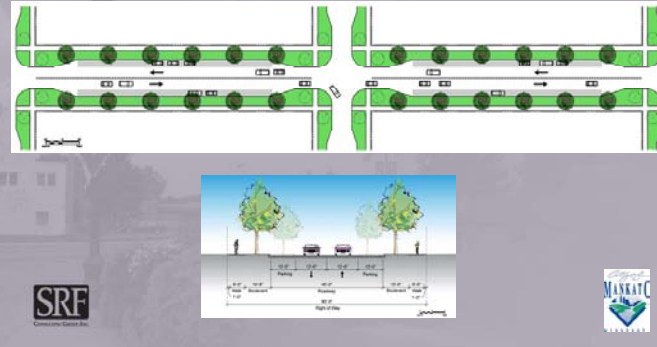




## SECTION 3

PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

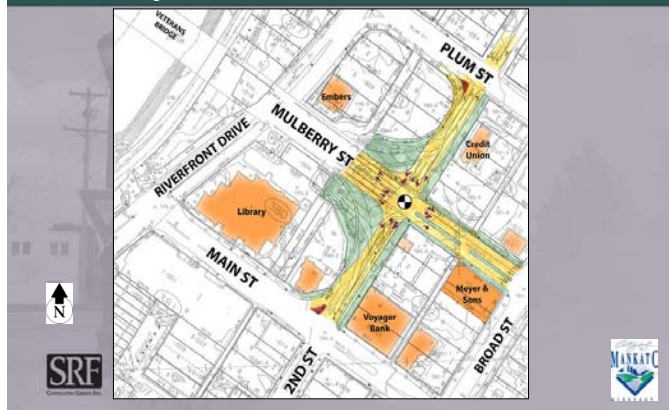
### Fourth Street - Neckdown



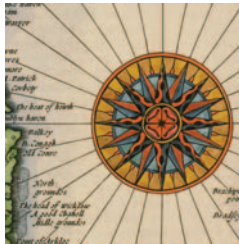
### Second Street

- Creation of a through street at the Veterans Memorial Bridge to provide additional traffic capacity for the Downtown and Riverfront and reestablish the grid.
- Create gateway at Second Street and Veterans Memorial Bridge—both sides.

### Mulberry Avenue & 2nd Street







## SECTION 3

### PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

## Community Gateway

### Mulberry Avenue & 2nd Street

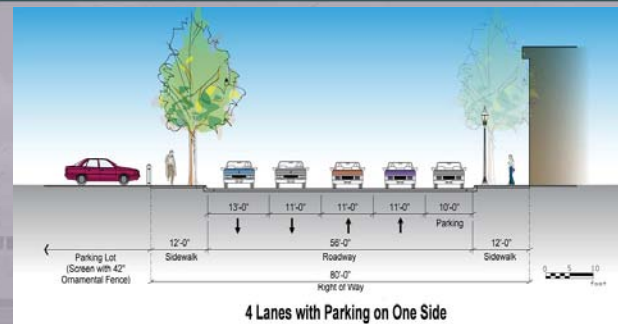


## Riverfront

- Four-lane design with parking on east side.
- Streetscaping on sidewalks, median enhancements, Old Town and Riverfront Park Gateways.
- Access closures to accommodate parking and balance flow of traffic.
- Pedestrian neckdowns at strategic intersections for safety.

## Riverfront Drive

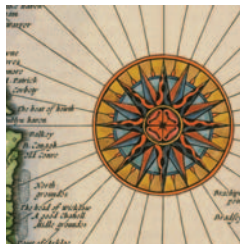
Old Town (Madison Avenue to Plum Street)



4 Lanes with Parking on One Side







# SECTION 3

## PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

### Old Town Gateway

Madison Avenue & Riverfront Drive



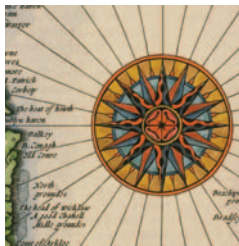
### Future Park Gateway



### Riverfront Drive - Wide Median





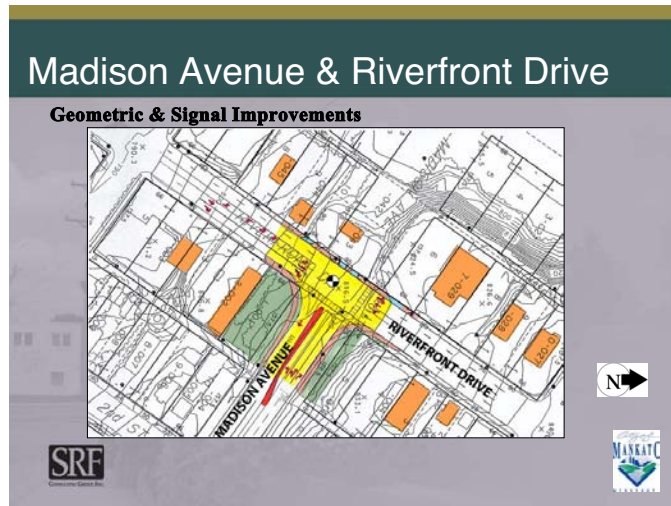


## SECTION 3

### PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

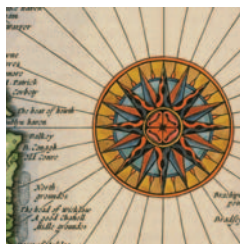
#### Madison Avenue

- Minimize left turning movements to 2-3 vehicles per cycle at 4th Street.
- Eliminate signalization at Broad Street.
- Signalize 2nd Street.
- Madison/Riverfront geometric and signal improvements.



The most anticipated traffic change is the reconnection of 2nd Street at the Veterans Memorial Bridge. Reconnecting the street grid provides the opportunity for improving accessibility to underserved properties and promoting pedestrian activity through the City Center. The proposed changes are interdependent upon each other and should be undertaken in tandem. For example the conversion of Broad Street and 4th Street is dependent upon the opening of 2nd Street and use of Riverfront Drive to balance the traffic.





## SECTION 3

### PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

Implementation Tactic: Warren Street and Cherry Street transportation configurations will be studied.

A future study area for additional traffic modifications should be Warren Street and Cherry Street area. The study should be conducted after the SRF Downtown Transportation Study Recommendations, including Lincoln Park modifications, are completed and there has been time for the traffic patterns to stabilize. The examination of Warren and Cherry Streets should include the examination of the Five Corners Area to promote redevelopment and possible changes in street configurations.

Implementation Tactic: Where appropriate, through traffic will be discouraged and redirected to arterial traffic routes.

In Washington Park and Lincoln Park, Broad Street, 4th Street, Van Brunt Street and Pleasant Street carry a large volume of through traffic that is not associated with the neighborhood. The through traffic is disruptive to the traditional neighborhood character because of the volume and characteristics. Through traffic will be redirected to arterial street routes where land uses (i.e. commercial and office uses) benefit from the traffic generation.

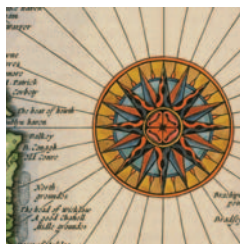
Implementation Tactic: Pedestrian traffic is encouraged through pathway/sidewalk/trail connectivity enhanced by lighting and streetscaping. The skyway network will be expanded where appropriate

A component of multi-modal transportation is the pedestrian. The pedestrian is the cornerstone of any downtown environment for business and residential uses. Pedestrian traffic will be encouraged by pathway/sidewalk/trail connectivity. It is important that pieces of the pedestrian system are in place and additional efforts for overall connectivity will be pursued. Existing and new pedestrian corridors will be enhanced by streetscaping and lighting elements which will provide safety, buffer from vehicular traffic and create a sense of pathway. These corridor improvements will be integrated into a Streetscape Corridor Policy.

SKYWAY OVERVIEW







## SECTION 3

### PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

Elements that traditionally have not been present in the City Center are walkways and skyways; efforts to create these pedestrian amenities should be expanded. Walkways will allow at grade access to the retail, residential and office elements via dedicated pedestrian corridors. Skyways will allow connectivity within the dense Downtown Core via grade separated and climate controlled corridors. Currently, skyway construction is underway to create connectivity with the Convention Campus area. Future skyway expansion should be expanded where supported by building mass and usage.

Implementation Tactic: Alleyways will be integrated into the multi-modal system as activity corridors for pedestrians and vehicles.

The alley between the Intergovernmental Center and the Mankato Place Ramp will be a pilot project for creating an enhanced alleyscape. The improvements should balance pedestrian and vehicular use including access for service vehicles.

Alleys through other commercial areas, such as Old Town and South Front Street, should be examined for enhancements. Uniqueness of each alley, surrounding land use and adjacent streetscape corridors should be taken into consideration with improvements.

#### Mankato Place Entertainment Alley

*Transforming alleys into allies*

##### Goals

Friendly to pedestrian, discourages vehicular circulation.

Serves as a point of access to and from spaces, as well as a safe and friendly thru connection of the Downtown Civic District to the Downtown Entertainment District.

Authentic space that responds to the human scale.

Accommodate utilitarian needs of adjacent buildings.

Dynamic, design-oriented places that are safe and interesting for pedestrians.

Foster a festive atmosphere for pedestrians:

Decorative paving

Wayfinding signs

Gateway Elements

Landscaping

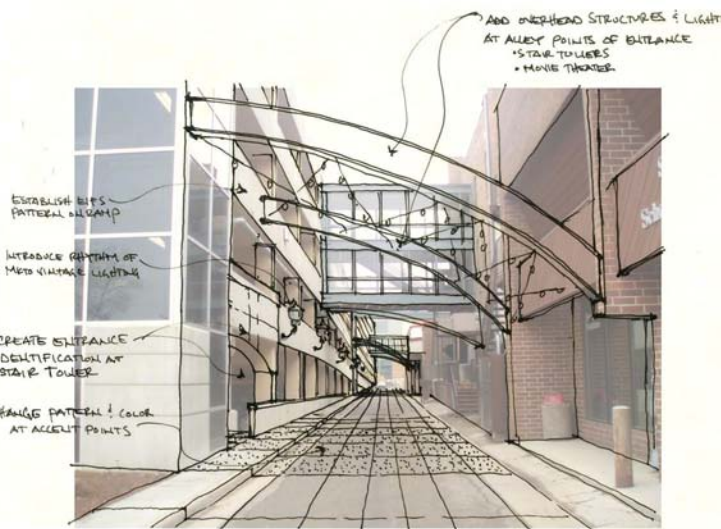
Lighting Elements

Adjacent parking lots as convertible space to public plazas

Street furniture

Murals

Catalyst for continued improvements.



**PAULSEN**  
ARCHITECTS  
209 South Second Street, Suite 201 Mankato, MN 56001  
Phone: 507.388.9811 Fax: 507.388.1751 www.paulsen-arch.com

#### Mankato Place - Entertainment Alley

Concept View from South Stair Tower  
January 24, 2007

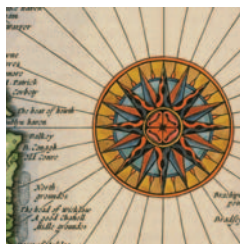
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Implementation Tactic: Continue evaluation of traffic movement and the multi modal traffic system.

There will be a continual evaluation of not only vehicular traffic, but other modes within the multi-modal system. This is necessary to create a balanced system that contains opportunities of movement by a choice of modes.

This tactic will involve redefining the form and function of public transportation in the community and the goal to reduce the reliance and necessity on personal vehicles to move between community centers. The mixed use City Center and the BRT will be one model in the community's efforts to balance the "sources and sinks" of our inputs into the global environment.





## SECTION 3

### PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

#### Implementation Tactic: Total Street Circuit

The initial concept of the Total Street Circuit focuses on connecting the Downtown, MSU and River Hills Mall area for promoting effective and convenient multi modal movements between the centers of activity. In order to effectively implement this vision, the entire Community's transit use patterns (including North Mankato as they are a user of the system) should be further examined to create a community "circuit". This circuit is envisioned to be multi-modal and is complimentary to other implementation tactics. The signature concept of the circuit will be the Bus Rapid Transit (BRT). The BRT is a form of public transportation that uses public roads, right-of-way, and transit advantages to provide dependable, rapid bus service. The implementation of the BRT concept will need further study and examination to determine the hubs and secondary stops that would meet the needs of the transit users.

The Total Street Circuit will balance vehicular, bus, bike and pedestrian traffic along the circuit corridors. Signage and streetscaping will be integral components that create wayfinding within the Total Street Circuit.

The concept of a total street circuit should compliment redevelopment activities to create Urban Villages. An Urban Village is designed to have a center and an edge, an optimal size of a quarter mile from center to edge, a mixture of activities, a network of streets and pedestrian ways and careful attention paid to the public space and the location of civic buildings. This trend is referred to by some as micro-urbanism; it promotes the design and development of small scale, distinctive neighborhoods and settlements, recreating a small version of the city. The following are the goals of an Urban Village:

- space where people can live and work in
- self-sustainable
- environmentally friendly
- serves as a transit hub
- encourages neighborhood bonding

A key focus is self-sustainability; where people can live, work, shop and entertain in a single urban area. In existing urban village developments, it is common to see buildings with shops on the ground floor and a mix of offices and apartments on upper floors. Hence it would be possible to walk from your apartment to your office just a few minutes down the street. Along the way you would pass stores from which you can easily make purchases without traveling across multiple suburbs.

The location of an Urban Village must be strategically placed in order to promote pedestrian traffic to the Neighborhood Node. In the development of residential areas, particular attention should be given to the creation of pedestrian links to the Neighborhood Node. The district is also intended to promote the use of mass transit by providing locations that are attractive for users of transit facilities such as the Total Street Circuit.

Urban Village development typically comes with a high level of public incentives and population density (i.e. St. Louis Park and Burnsville, Minnesota). Density is in relation to the residential population within the urban village boundaries and the immediate market area. It is apparent that Mankato, even as a regional center, does not have density similar to communities where urban village are being developed. However, similar communities integrate the goals of the Urban Village within downtown development projects. Development of Sibley Parkway will be the initial and most prominent focal point of development within the City Center Area. As future redevelopment occurs within the City Center, the goals of the Urban Village will be reviewed to determine feasibility of incorporation.

Because of the existing and proposed market densities, the City should develop a set of measures that define the functionality of an Urban Village. Such measures can include



# >> Total Street Circuit <<

## North Mankato

Commerce Drive

*Locations:* The middle of Commerce Drive  
*Description:* Centering the stop in the middle of Commerce Drive gives great access to all the commercial and retail in the area

## Mixed Traffic

Madison Avenue

*Location:* Retail district on hilltop to the residential neighborhoods in the valley  
*Description:* Integrate busses on existing roads, but give optional lanes and stoplight priority for greater efficiency. Stoplight queue jump for busses frequently used on bus rapid transit.

## Retail Transit Hub

RiverHills Mall– Food Court Entry

*Location:* At RiverHills Mall and close to Adams Street  
*Description:* Park & Shop style with convenient amenities: coffee, dry-cleaning, video rental, and many food options. Park & Ride to Downtown or for classes & events on the Minnesota State Mankato Campus. Soft landscaping around station to break up the hard surface of the parking lots. Ridership incentives at mall.



Gateway to Retail



Landscape site to soften parking

## Secondary Stops

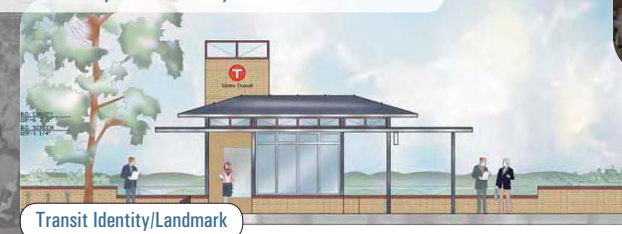
Various Locations

*Locations:* Major intersections along routes- no more than two stops per route  
*Description:* Connecting other residential area to the major hubs, while creating a quick route with few stops.

## Campus Transit Hub

Minnesota State University Mankato– Warren & Stadium

*Location:* Near downtown Minnesota State Mankato's campus, athletic & parking facilities and University Square  
*Description:* Improve the link between the downtown, campus and retail centers. Utilize large parking areas and inter-campus transit systems.



Transit Identity/Landmark



Near Student Housing



Transfer Shelter at Hub

## Key Connections & Links

The Bus Rapid Transit (BRT) is part of an integral system. This system is based on a city and campus transit system to feed the BRT. Pedestrian, bicycle and park and ride opportunities need to link to the transit hubs. The hubs identified here are major residential population, office, academic and activity centers of the Greater Mankato Area.

## Bus Rapid Transit

Bus Rapid Transit (BRT) is a new form of public transportation that uses public roads, right-of-way and transit advantages to provide dependable, high-speed bus service regardless of weather or traffic conditions.

BRT has benefited passengers in many cities in the United States, Canada, South America and Europe. You can learn more about this from the Federal Transit Administration.

BRT is fast, convenient and accessible. It combines the advantages of rail transit with the flexibility of bus service. BRT features real-time messaging that alerts passengers to arrival and departure times, and traffic signal priority for buses that provides commuters with a sense of reliability.

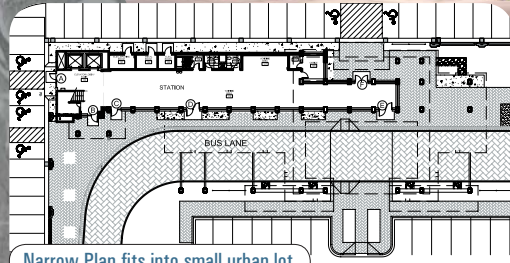
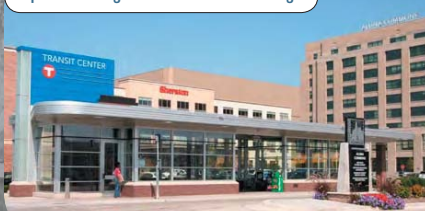
BRT supports integrated transit/ land use planning (zoning, redevelopment, etc.) Connecting transit stations to locations where people live and work. In addition, planned road upgrades and modern customer facilities will allow for safe stops and fewer turns, resulting in comfortable, efficient service.

## Downtown Transit Hub

Downtown Mankato– 2nd Street or Riverfront

*Location:* Near downtown parking structures, the Civic Center and central business district  
*Description:* Site restrictions call for efficient and small stations, but they are well connected. Open, Light, Sheltering, and Safe environment.

Open and bright hub in Urban Setting

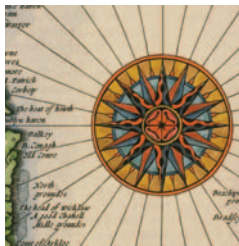


Narrow Plan fits into small urban lot



Access to Parking Ramps





## SECTION 3

### PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

walkability, sustainability, service center and transit-orientated development. Development which can be defined as to whether or not it meets the goals of an Urban Village via functionality; which is the most important aspect of the Urban Village goal.

Implementation Tactic: The Parking District(s) should be expanded and amended in order to balance public parking facilities and demand needs. Adjustment to the districts should take in account a balance of support for creating and maintaining public parking facilities and the needs of businesses that rely on the parking.

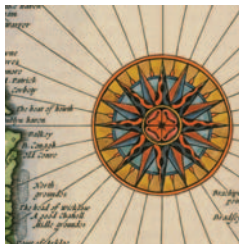
Parking is one of the most persistent issues facing downtowns; whether it is lack of sufficient parking or negative perceptions about the availability of parking. Issues must be verified and studied to identify genuine shortages and parking that is underutilized. Parking is an economic resource in the City Center that must be managed accordingly to meet needs and expectations.

A parking district allows the City to look at downtown parking as a whole rather than individual, self-parked properties. All parking within the parking district should be clearly identified through way finding signs. The signage will be uniform and color-coded, making them easily identifiable, designed to fit within the Streetscape Corridor Policy.

Property owners will also be encouraged to coordinate private parking areas to maximize space. A prominent area that would benefit from this is the 500 Block South Front Street. Success has been seen incrementally in areas of Old Town where property owners and the City have co-op both private and public parking resources.







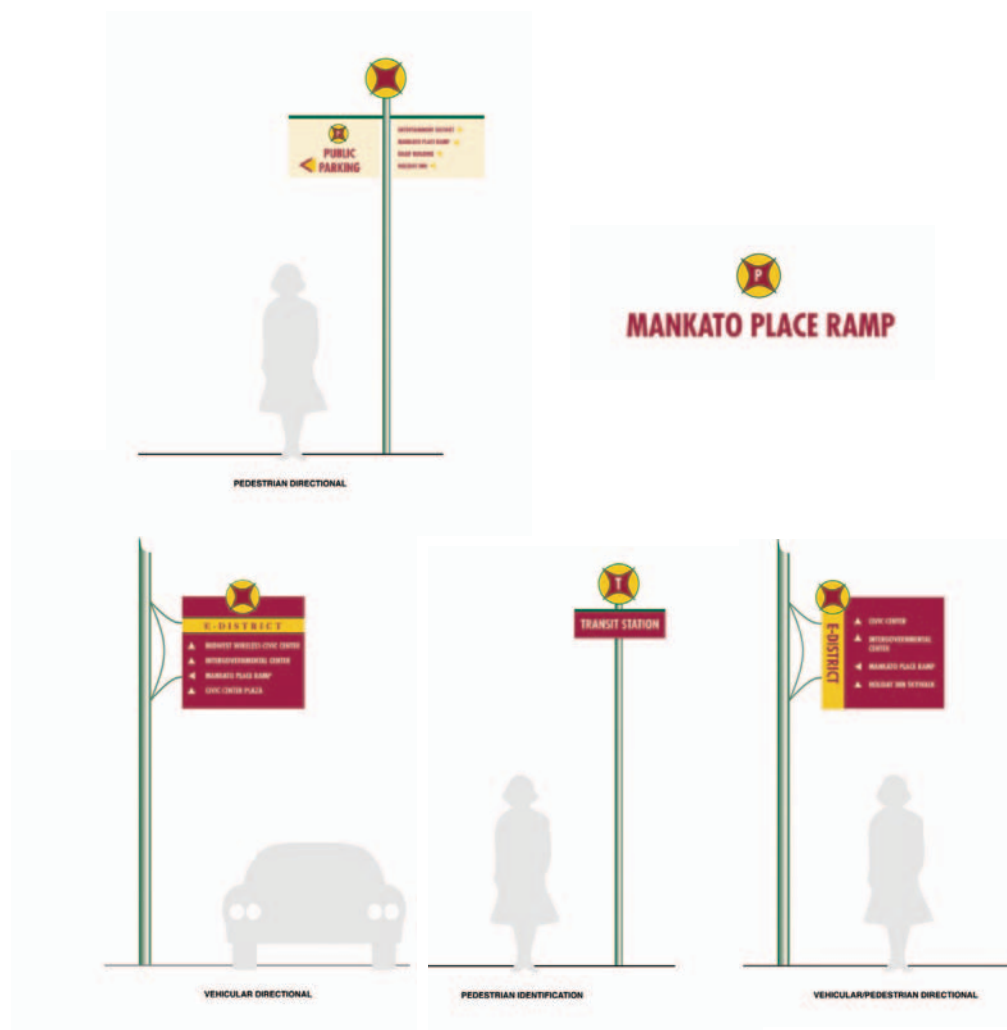
## SECTION 3

### PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

## PLANNING PRINCIPLE FIVE - The City Center will be announced by gateways and streetscaping through strategies that will imprint the area, recognize the human scale, and clearly reference arrival into the area.

### Implementation Tactics: Implement a Streetscape Corridor Policy

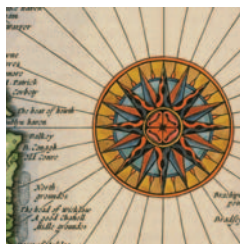
Since Riverfront 2000 conception, the City of Mankato has dedicated resources to improve and develop the landscaping of the public right-of-way with new street plantings, medians, street furnishing, signage and banners resulting in an improved image and branding of the City Center. The City Center Renaissance Plan will build on these efforts through the creation of a Streetscaping Policy. The first step of this process is to identify street corridors with similar characteristics; such as street width, boulevards, existing streetscape elements, human scale and land use. Existing streetscaping elements will be the base of a policy that imprints the City Center. The final policy, to be developed, should include typical corridor sections. The creation of a Special Service District may be necessary for ongoing maintenance. The Streetscape Corridor Policy will build upon streetscape efforts that were a result of Riverfront 2000.











## SECTION 3

### PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

## PLANNING PRINCIPLE SIX - Commit to the location of Civic and Cultural Facilities within the City Center.

Implementation Tactic: Public financing for Civic/Art/Cultural Facilities is contingent on location within the City Center.

Civic and cultural institutions add identity, focus and the critical mass needed for success within the City Center. Public facilities (i.e. Civic Centers, Museums, Libraries, etc.) add to the center, help create the community's sense of place and can be a catalyst for redevelopment activities. Government offices promote stability and daytime traffic which support the private sector activities. As opportunities for the addition or expansion of civic, art and cultural facilities occur, the City Center area will be the preferred location for such facilities.

### Implementation Tactics: Future Role of the Civic Center

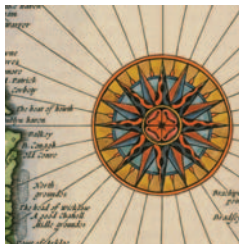
The Civic Center should be repositioned to a Convention Center. This will not occur without the addition of large exhibition and meeting space to meet the needs/demands of the market. The addition of exhibit space would free the arena for other uses resulting in the ability to host multiple events. It has been determined that it is not economically feasible to expand the arena; with the exception of meeting rooms and Blue Line Club.

Expansion of the Civic Center could occur in two directions: 1) toward the US Bank Site or 2) across Riverfront Drive between the Depot and Hy-Vee. If expansion occurs toward the US Bank site, the improvements would include expansion of the ballroom to add exhibit space or multi-use auditorium space. This space would be similar to that of the Minneapolis Convention Center. If expansion occurs toward Hy-Vee, then the improvements would include multi-use exhibit hall/convention space. This expansion option would need to be connected via a climate controlled skyway.

Cities around Minnesota are receiving bonding dollars from the State Legislator for planning, construction and updates for arenas, civic and convention centers. Additionally, cities are seeking and receiving approval for local option sales tax to assist in these endeavors. Civic and convention centers are known as powerful economic generators. The City Center and Region have benefited from the economic impact of the Civic Center. In order to remain competitive in the convention and meeting market, it is essential for the facility to be updated to meet the needs of today's market.







## SECTION 3

### PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

#### Implementation Tactic: Develop a Public Art Program

Public art can enhance a downtown environment through integration into building design or within public spaces (i.e. boulevards or plazas). The structure and operational nature of a public art program will be explored further. One programmatic option is a “percent for the arts program,” which would require redevelopment activities to dedicate a predetermined percent of the development cost to the integration of art into an area of the building that is accessible to the public. Another option would be to establish a revolving Public Art program that would rotate public art pieces through designated spaces on an annual basis. The development of a program should compliment the Cultural and Art District.

#### Implementation Tactics: Culture and Arts should be embedded in the City Center.

The Task Force calls upon the Culture, Arts and Community Enhancement Committee to further explore the concept of establishing a Culture and Arts District in the City Center. It is anticipated that this committee would articulate a vision which will complement this plan and be integrated into the Implementation Plan. Such activities will diversify the City Center and lead to positive synergies with surrounding businesses that will support the activity generated by the District. The collocation of Arts and Culture have proven to provide employment, support other commercial uses and increase tourism; which results in a positive economic impact.

The Committee will determine how existing assets, facilities and organizations can work to create a Culture and Arts District.

### **PLANNING PRINCIPLE SEVEN - Reconnect the River by establishing a Riverway from Land of Memories to Kiwanis Park.**

Implementation Tactics : For the safety and livability of the City Center, the flood control project will remain as a necessity of the area.

The flood project represents a challenge for reconnecting the community to the river, but opportunities exist for the community to return to its fluvial heritage. Physical and visual connectivity will be pursued via the development of a Riverway System that will incorporate portals of entry and recreational and programmatic spaces along the river.

#### Implementation Tactics : Development of the Riverway Connectivity Plan

The Riverway Connectivity Plan is a component of the Great River Valley Recreation Area which will connect parks, trails, open spaces and recreational opportunities along the Minnesota River. The Riverway plan will create linkages spanning from Sibley Park to Kiwanis Park; building upon existing natural and urban environment.

Bicycle and pedestrian trails will be designated through wayfinding signage and inter-connected with neighborhood pedestrian networks by establishing linkages throughout the City Center. Linkages will start in the Old Main area bifurcating throughout the Center with multiple access points to the Riverway system and parks.



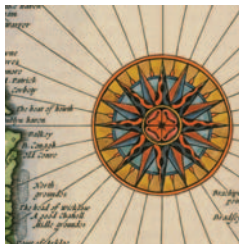
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Enhancements will be made to the Minnesota Riverbed, aimed to create natural pools and riffles to give cause to attract users to the river. These enhancements will break the monotony of the engineered riverbed and recreate riparian habitats that were once located in the river, thus aiding in increasing the biologic diversity of the river system. This will also enhance fishing as another recreational opportunity along the Riverway.

### Implementation Tactics : Development of Riverfront Park

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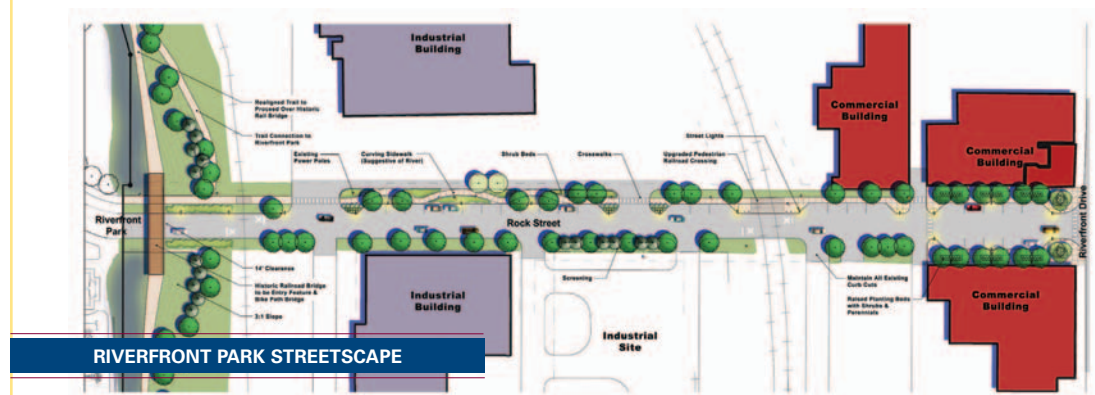
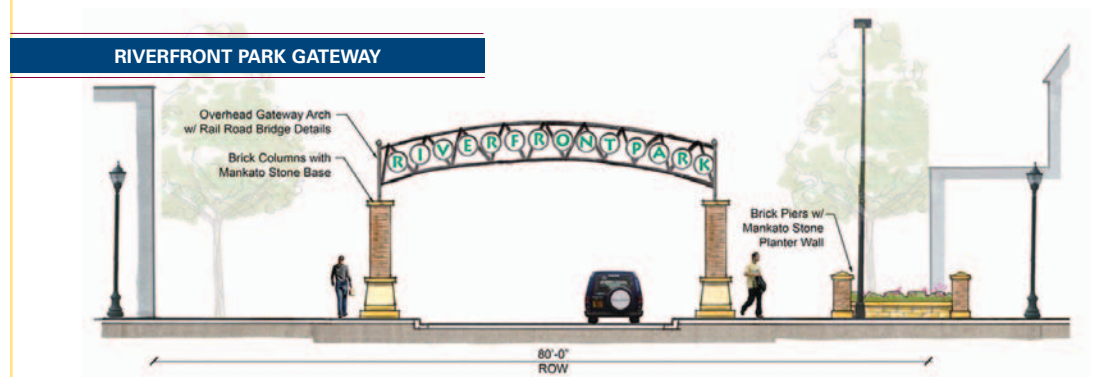




# SECTION 3

## PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

pavilion including public restrooms, lobby and sheltered picnic area designed with a unique architecture found among the surrounding buildings of the Old Town area. Additionally, educational kiosks will be located around the park highlighting the local ecology, geology and native plants of the Minnesota River Valley. The Riverfront Park represents an important link along the riverway corridor and provides direct access and programming to the River.



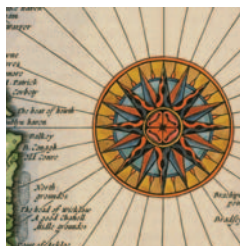




A signature component of the plan is to provide access from the Core to the Riverway by providing an opportunity for functional frontage on the river through the development of a Riverway Promenade and Plaza. This has been a long term goal of Downtown Redevelopment planning. Concepts were proposed as part of Riverfront 2000. The Riverway Promenade and Plaza will function as the center hub of the Riverway system with a river overlook, bank alterations to allow residents to access the water's edge and moveable piers for boating tie-ups. This attraction will have waving concrete terraces emerging from the rock banks and smaller steps will provide access to the water's edge. The Plaza fills the need in the Core by creating a community focal point and a central access portal to the Riverway Recreational system. This Plaza provides further connectivity between the river trail and the City Center and can be used for programming events with the river as a backdrop. Prior to implementation of this concept, discussions with the US Army Corps of Engineers and the Department of Natural Resources will need to take place as there are impacts to the river channel and flood wall.





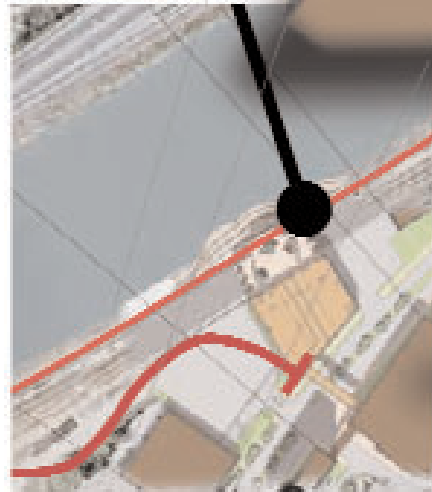


## SECTION 3 PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

### City Center Renaissance Connectivity Plan

#### PROMENADE CONCEPT:

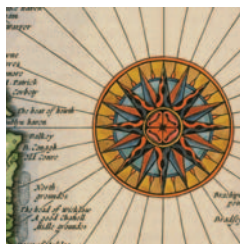
Reconnecting of the river trail to the downtown area. Waving concrete forms step down to meet the Minnesota River banks. The solid forms emerge from the rocky banks and smaller steps provide easier access to the waters edge. The waving form is durable through high waters and ice. The bike path is accessible from downtown via the parking plaza and skybridge.



Part of the City Center Renaissance Connectivity Plan. Linking bicycle and pedestrian trails through Downtown Minneapolis and North Minneapolis to the Minnesota River and river parks.







## SECTION 3

### PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

## PLANNING PRINCIPLE EIGHT - **Neighborhood Organizations will be a vital entity; therefore the programmatic structure will compliment the unique and distinct nature of these neighborhoods to address common needs and desires.**

### Implementation Tactics: Neighborhood Association Program (NAP)

The purpose of the Neighborhood Association Program is to improve and enhance the livability and quality of life in Mankato neighborhoods through promotion and facilitation of citizen communication. The identified values of the program are to develop a sense of community, open communication, maintain and enhance beauty of the neighborhood, good working relationships with city government, non-political and non-discriminatory orientation and promote public safety, livability, and welfare.

Organizing NAP's will foster communication and interaction between neighbors and will help to boost neighborhood pride and neighborhood integrity. This new sense of community will promote citizen involvement in activities and efforts that will help improve livability and quality of life throughout the neighborhoods within the City Center.

To be recognized as a NAP, a minimum of three (3) neighborhood association meetings must be conducted per year, in addition to hosting an annual National Night Out Party. A staff liaison will assist the neighborhood in establishing bylaws, board representation, and neighborhood annual goals that reflect the NAP core values.

The City of Mankato will offer the following services to recognized Neighborhood Associations.

- Provide documentation describing how to form a neighborhood association, membership recruitment, association structure, geographical areas and training opportunities.

- Provide a dedicated staff liaison to answer questions, attend neighborhood meetings, assist the neighborhood in its effort to organize and provide information about/on City projects.

- Conduct open dialogue sessions with key staff and elected officials.

- Facilitate communication tools in the form of neighborhood newsletters and web site access.

- Consider annual mini-grants to aid in identification and beautification projects. An example of this may be gateway signage.



## PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

**PULSEN ARCHITECTS**

209 South Second Street, Suite 201 Minneapolis, MN 55401  
Phone: 507-388-9811 Fax: 507-388-1759 www.pulsen-arch.com

# **109 East Cherry Street** Exterior Renovation Study December 19, 2006

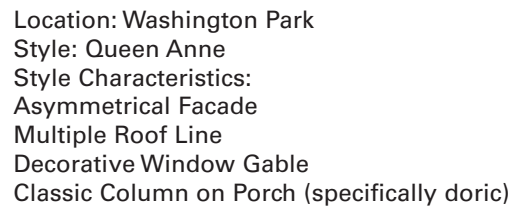
**Disclaimer:**  
All new depicted building improvements are conceptual representations. Colors selections to be approved by owner.

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## PATTERN BOOK



The Design Review Committee would serve in an advisory capacity in all matters pertaining to the design of the City Center. The committee would be charged with the duty to ensure that Design Standards are met for new construction and renovations prior to the Planning Commission and propose amendments to the Design Standards to the City Council from time to time. Pattern Books will supplement Design Standards as they are developed. The committee will be comprised of individuals with knowledge or interest in design such as local architects, historical society, historians, interested residents and staff. The Committee may eventually evolve into a Heritage Preservation Commission. There will need to be a dedicated staff position to oversee the urban design include the Design Review committee and eventually the HPC.

If it is determined to establish an HPC, an ordinance will be developed by drawing up best practices from other cities with established historic preservation programs and the state historic preservation office. The ordinance will establish organizational structure of the HPC, criteria for designation including architecturally significant design and historical significance, acceptable building materials and maintenance standards. It is suggested that the Design Review Committee would evolve into a HPC as they both consist of local architects, historical society, historians, interested residents and staff. The initial efforts of the HPC would be to conduct an inventory of historic places, structures and areas. There will



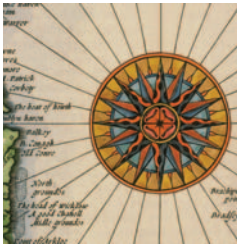
**PLANNING PRINCIPLE TEN - Identify and refine maintenance and livability norms for residential and commercial properties through implementation of pilot projects and a variety of tactics that stress a goal of compliance.**

Increasing awareness on maintenance and livability norms and educating residents how to report violations will result in increased ownership and participation of residents within their neighborhoods. This will be communicated through a variety of means; website, water billing insert/magnet, landlords, neighborhood organizations, Downtown Business Association, and promote higher education student code of conduct at the college and university level.

Following up with complainant with a quick response to concerns will foster further communication and interaction with City staff. Implementing a program for licensed properties to explore incentives for violation free properties and look at increased penalties for violator properties in an effort to accentuate the positive. This will coincide with enhanced detection and enforcement of non-licensed properties. The nuisance ordinance will be evaluated in an effort to merge existing ordinances. Addressing rental housing cycles (i.e. abandoned sofas), as well as creating an annual compliance effort that coincides with clean-up efforts will strive for residents committed to clean and safe neighborhoods as an end result.

Many possibilities exist to influence crime free neighborhoods. Increased alley lighting, and the creation and use of natural barriers can be opportunities to positively affect crime.

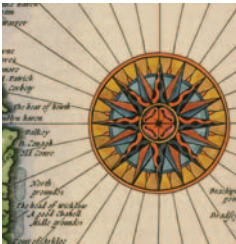
The resources, programs and setting are all components that are dependent upon each other for the benefit of safe and livable neighborhoods. A systematic and comprehensive approach will be explored to effectively and strategically enhance livability. The deployment of resources will be pursued if it is justified and authorized to increase safety and compatibility. The focus should be on areas of need (i.e. neighborhoods). Exploring crime free multi-housing and neighborhood association programs to enhance livability and compatibility will be the second approach. Lastly, the third element of the equation will focus on the design and setting of residential and commercial areas. Security cameras have proven to be successful in the deterrence of crime and apprehension of perpetrators in the Parking Ramps. Additional areas will be explored where security cameras can be placed. Alleyway lighting in residential and commercial areas can be increased, and Crime Prevention Through Environmental Design (CPTED) is a tool





that will be further explored for its application in the City Center. This will need to be balanced with Urban Design Guidelines. CPTED is a theory that through design and built environment, crime can diminish which enhances livability.

**PLANNING PRINCIPLE ELEVEN - Recognize that the image of the City and City Center are intertwined. Therefore, a financing strategy will be developed to acknowledge density/intensity and all sharing in the investment. The financing strategy is to encourage private sector reinvestment and develop public infrastructure to support the reinvestment.**



## SECTION 3

### PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

Implementation Tactic: The City of Mankato will focus on four primary funding areas to achieve the vision of the City Center Renaissance: Pooled Funds, City Center Renaissance Loan Program, Redevelopment Funds, Sales Tax.

#### 1. Pooled Funds

Pooled funds are replenished through repayment. This funding mechanism will be targeted to residential and storefront rehabilitation. Residential Rehabilitation will occur in Washington Park, Lincoln Park and Sibley Park neighborhoods. The current program, Residential Neighborhood Improvement Fund, has contributed to the dramatic upgrade in the Lincoln Park housing stock. It is anticipated that funding will only continue and be extended to Sibley and Washington Park areas. The fund consists of recycled repayments from the Lincoln Park I and Washington & Lincoln Park II Programs. Loans target to specific areas designed to upgrade housing stock for renewal and revitalization. There is a \$450,000 pool available for applicants meeting MN DEED criteria with an 80% maximum funding and 20% from private lending, FUF, or City Revolving Loan.

The Storefront Rehabilitation Program has been successful in the South Front Street and Old Town areas. The program is currently using Small Cities Development Program funds. The funding structure is a \$25,000 grant with matching private source. The Storefront improvement funds are subject to the State Historic Preservation Office approval.

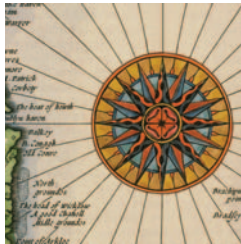
#### 2. City Center Renaissance Loan

The City Center Renaissance Loan fund is targeted at expansion, retention, enhancement, and redevelopment in the City Center. The program leverages dollars using the private, county and city funds with a lender preferred financing program to encourage reinvestment. The program was established in 2006 and has been successful to the point that additional pooled funds are necessary to maintain the program. The current program structure will be reorganized to have a 50% Private preferred financing/ 40% Public (City and County)/10% Equity. The private preferred financing component is necessary for the vitality of the program.

#### 3. Redevelopment Funds

Redevelopment funds include tax abatement, tax increment financing and economic development funds. Tax abatement is when property taxes are redirected to pay for public infrastructure improvements beyond the assessable





## SECTION 3

### PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

amounts. Tax Increment Financing (TIF), a common redevelopment tool in downtown areas, is when taxes generated by a development or redevelopment are used to pay the cost of the project incurred by the City. Economic Development Funds are used to provide gap financing through low interest loans to aid in project development. Each of these tools are applied in accordance to the type and need of a specific redevelopment project.

#### 4. Sales Tax

A total of \$5.2 million of local option sales tax can be used to fund downtown improvements through 2015, not including the needs of the Civic Center. These funds will be directed to transportation, park and trail improvements and streetscaping.

#### Implementation Tactic: Pursue Long Term Sales Tax Legislation

Legislation will be pursued to allow sales tax to be a permanent funding tool. This is necessary as the current sales tax enabling legislation will expire in 2015. This legislation would more than likely result in \$4 million (today's dollars) annually for 20 years which is equivalent to a total of \$60 million. If the legislation is in place by 2010, there could be an additional \$5 million available prior to 2015 to assist in planning and interest of a major project. It is important to note that with every \$1 million in construct, \$450,000 (1%) should be set aside for depreciation and operation expenses. A local referendum would be needed for application of the funds. Projects eligible for this financing tool would include Civic Center Expansion, Rail Corridor Mitigation and Improvements, Regional Library and Riverway Improvements.

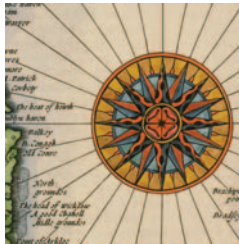
**PLANNING PRINCIPLE TWELVE - Prosperous and successful downtowns across the nation have developed marketing and branding tools through private and public dedication of funds.**

#### Implementation Tactic: City Center Business Association

A City Center Business Association (CCBA) should be organized to promote the businesses of the City Center. The CCBA is seen as an arm of the Chamber with a similar structure as the Convention and Visitors Bureau. The organizational structure would include a board of directors and a key staff position. To establish the CCBA, it is foreseen that funding would be dedicated from the City, with private matching funds for the first two years. Thereafter, the organization would be supported by a Special Service District and memberships.

The initial objective of CCBA would be marketing and events in the Downtown and City Center branding campaign. The CCBA should be to promote the City Center as a desirable location for our residents and visitors, a sought-after location for business and an exciting investment opportunity. Also, the CCBA will promote the strengthening and expansion of the range of shopping, hospitality and other services in the Downtown by increasing the number and diversity of shops, restaurants, and services presently available. The CCBA will be the key agent charged with establishing a Special Service District for the area.





## SECTION 3

### PLANNING PRINCIPLES AND IMPLEMENTATION TACTICS

#### Implementation Tactic: Establish a collaborative effort to brand the image of the City Center.

The product of the branding campaign will be used within marketing, public relations and streetscape improvements. This strategy should coordinate with the City Center Renaissance vision “Building a culture of preservation to embrace our past and provide opportunities for livable neighborhoods, recreation and service matrixes that create a sustainable urban environment.”

“Branding” is a coordinated marketing strategy to create a personality for the product, place or service in the consumer’s mind. Branding downtown’s personality and character can also be accomplished through retail and restaurant promotions, parking districts and consistent representation of the City Center Brand through visual graphics and the use of a tag line. This effort should be lead by the City Center Business Association in collaboration with the City.

#### Implementation Tactic: Establish a City Center Special Service District

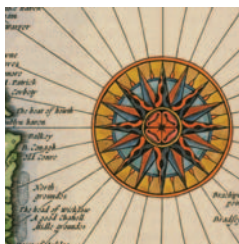
A Special Service District, or more commonly known as a Business Improvement District (BID), is a public/private sector partnership in which property and business owners of a defined area elect to make a collective contribution to the maintenance, development and marketing/promotion of a district. BIDs typically provide services such as street and sidewalk maintenance, public safety officers, streetscape maintenance, marketing, capital improvements and various development projects. The services provided by BIDs are a supplement to the services already provided by the municipality.

BIDs are funded through special assessments collected from the property owners in the defined boundaries of the district. The assessment is levied on the property owners who can, if the property lease allows, pass it on to their tenants. The BID would operate on a minimum of a \$500,000 levy.

The legal approval process for a BID is lengthy. It is vital that a business plan is developed specifying properties or businesses benefiting and their direct cost for the service. From research, it has been concluded that BIDs are far more successful if they are generated from a private sector interest (such as the City Center Business Association).

The City Center Business Association would form a steering committee to provide leadership for the process. It would be essential for the steering committee to have a strong understanding of a BID, potential impact on the area and face-to-face contact with the business and property owners. It is envisioned that the City Center Business Association would be charged to manage the BID once established.





## SECTION 4

### IMPLEMENTATION AND FINANCE PLAN

To facilitate successful implementation of the City Center Renaissance Plan, an Implementation Matrix and Finance Matrix has been created. The Planning Principle and Implementation Tactics have been used as a basis to create the matrixes which include estimated project cost, timeline and financing strategy.

Project implementation and timelines were developed using a project area prioritization by members of the City Center Renaissance Stakeholder Task Force. The projects were prioritized in the following areas: Public Infrastructure, Image and Setting, Organization and Finance and Growth and Redevelopment Partnership Initiative. The following is the priority areas as identified by the Task Force.

#### **CATEGORY A: PUBLIC INFRASTRUCTURE**

- Priority 1 Transportation Changes
- Priority 2 Riverfront Park
- Priority 3 Rail Corridor
- Priority 4 River Connectivity
- Priority 5 River Plaza

#### **CATEGORY B: IMAGE AND SETTING**

- Priority 1 Streetscape and Alley
- Priority 2 Historic Preservation and Design
- Priority 3 Urban/Boulevard Reforestation
- Priority 4 Total Street Concept
- Priority 5 Public Art

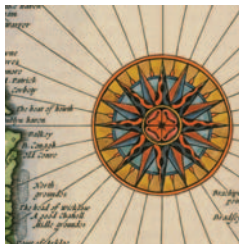
#### **CATEGORY C: ORGANIZATION AND FINANCE**

- Priority 1 Major Project Funding Long Term Dedication of Sales Tax
- Priority 2 City Center Business Association
- Priority 3 Special Service District
- Priority 4 Store Front and Revolving Loan Programs
- Priority 5 Neighborhood Association Program

#### **CATEGORY D: GROWTH AND REDEVELOPMENT PARTNERSHIP INITIATIVES**

- Priority 1 Cultural and Art District
- Priority 2 Old Town
- Priority 3 Sibley Parkway (City Shop/Salvation Army)
- Priority 4 Sibley Parkway (North Star Redevelopment)





## SECTION 4 IMPLEMENTATION AND FINANCE PLAN

The Implementation Matrix is focused on implementation efforts for the City of Mankato. It must be realized that the City alone cannot be expected to implement the many goals and strategies contained in the Plan. The public and private sectors must share in the responsibility of implementing the vision of the Renaissance City Center. Property owners, business owners, private developers, residents and all other entities must be active participants and partners.

Establishing consensus and community awareness regarding the vision, planning principles and implementation tactics is a necessary first step. The commitment of the public and private sectors is critical to ensuring that future public and private development, infrastructure improvements, policy decisions and other actions are consistent with this Plan. The City of Mankato will periodically review implementation efforts of the public sector. This should not be misconstrued as the sole implementation of the plan lies within the City of Mankato. It is envisioned that a City Center Business Association will be an active and responsible partner in implementation. A coordinated effort will be necessary to ensure that the Plan responds to changing conditions, addresses new challenges and opportunities and continues to reflect the vision for the City Center.

It is essential to pursue creative financing mechanism, new incentives, public/private partnerships, bold initiatives and other tools to facilitate implementation efforts. Business and property owners are encouraged to explore creative opportunities to fund improvements that are of particularly high priority.

To aid in the readability of the Implementation Matrix and Finance Matrix, the following are definitions of the financing strategies to implement the Planning Principle and Implementation Tactics.

## GENERAL OBLIGATION FUNDS

The major fund in local government. It accounts for all tax funded functions and is primarily supported by taxes collected from the local property tax levy.

## GENERAL OBLIGATION BONDS

A general obligation bond is a common type of municipal bond that is secured by the City to use property tax revenues to meet debt service requirements to repay bond holders.

## CHARTER BONDS

Charter Bonds are a method of providing financing for any municipal purpose; however, it is typically a capital project. The issuance of Charter Bonds is a general obligation and they are secured by a pledge of the full faith and credit of the city (the ability to raise taxes). Charter Bonds are authorized by section 6.15 of the Mankato City Charter.

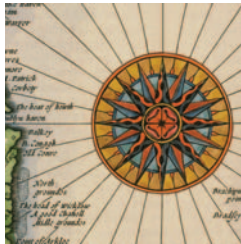
## FEDERAL FUNDING

Federal Funding are grants or low interest loans that are appropriated by the United States Congress and approved by the President. An example of how Federal Funds may be used is to assist in rail corridor improvements. This will more than likely require a local government match.

## PARKING FUND

The Parking Fund is a type of “special service district.” Under a parking fund, uses that are unable to meet parking requirements on their site are able to utilize public parking facilities to satisfy the requirements by making payments to the Parking Fund. The parking funds are used for maintenance, administration and capital improvements (i.e. Cherry Street Ramp).





## SECTION 4 IMPLEMENTATION AND FINANCE PLAN

### **SPECIAL ASSESSMENT**

Special assessments are levied to benefiting parcels for certain public projects by a local government. Properties that have a direct “benefit” from the project are charged (i.e. street reconstruction). Certain City Code related items, such as paving parking lots and replacing city service lines, are also eligible for special assessment through a petition from a property owner.

### **STATE BONDING**

In some cases the State of Minnesota has allocated state bonding dollars to fund regional center projects. The funding is directed to regional projects such as the Civic Center, riverway, community center, library and downtown development that creates a positive economic factor.

### **TAX ABATEMENT**

Tax Abatement is a procedure used by local governments to redirect tax dollars paid by a development parcel to assist funding specific infrastructure improvements that benefit a specific area or site. The parcel continues to pay property taxes, but the taxes are redirected to amortize public bonds or other public financing instruments. Similar to tax increment financing, the properties and infrastructure improvements must be located in a designated area.

### **TAX INCREMENT FINANCING (TIF)**

TIF is used to assist developers with redevelopment and new development costs for properties within a designated district. The technique uses the increase in property taxes from the development to assist funding certain costs such as infrastructure, acquisition, site improvements and substandard building conditions. Tax increment assistance is either supplied “upfront” or as a “pay-as-you-go” basis.

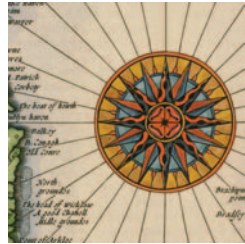
### **SALES TAX**

Current Legislation allows the City to collect .5% sales tax to fund the Civic Center and Downtown Improvements through 2015. There will be \$5,200,000 available to be directed to Downtown Improvements. Legislation will be pursued for long term use of sales tax as a funding mechanism.

### **GRANTS**

A payment of money often earmarked for a specific purpose or program from one governmental unit to another. The grant may be redirected to a private development activity provided certain levels of development value is generated, employment is increased, or affordable housing is offered.





## SECTION 4 IMPLEMENTATION AND FINANCE PLAN

### PLANNING PRINCIPLE ONE: IDENTIFY REDEVELOPMENT AREAS\*

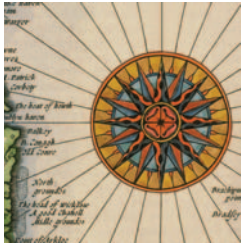
Planning Principle/Implementation Tactic	Estimated Total Project Cost	Timeline	Financing Strategy
<b>Implementation Tactic: Old Town Redevelopment</b>	\$750,000	2008	\$375,000 GO Bonds \$375,000 Special Assessment
<b>Implementation Tactic: Sibley Parkway (City Shop/Salvation Army)</b>	Sibley Parkway Road State Grant Improvements Phase II East (Poplar to Riverfront) \$1,696,300	2007	\$780,419 \$356,567 Special Assessment (includes new build assessment to City redevelopment parcel) \$245,814 General Obligation \$313,500 Tax Increment
<b>Implementation Tactic: Sibley Parkway (North Star Redevelopment)</b>	Sibley Parkway Road Improvements Phase II West (Rogers to Sibley) \$2,677,300	2008	\$1,167,300 Tax Increment/EDA \$900,000 State Grant \$250,000 Special Assessment \$300,000 Sale of Utility Property
<b>Implementation Tactic: Downtown Core-Front Street Connections</b>	Mankato Place Atrium \$229,645  Mankato Place Alley Pilot Project and Ramp Improvements \$1,000,000  <i>Streetscaping, Store Front Rehabilitation, Civic Center, Skyways, pedestrian enhancements, and River Way connectivity plan are included in separate areas of the implementation plan.</i>	2008  2007	\$229,645 Riverfront 2000  \$1,000,000 Parking Fund
<b>Miscellaneous: Scattered Site Redevelopment</b>	\$2,000,000	2009-10	\$2,000,000 other

\*Component of the following Implementation Tactics may be included in other areas



**PLANNING PRINCIPLE TWO: DEVELOPMENT AND DESIGN GUIDELINES WILL INCORPORATE FLEXIBILITY IN APPLICATION TO ACHIEVE THE VISION OF THE CITY CENTER RENAISSANCE.**

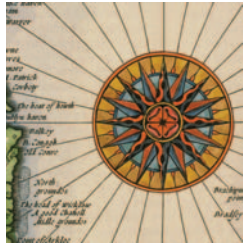
Planning Principle/Implementation Tactic	Estimated Total Project Cost	Timeline	Financing Strategy
<b>Implementation Tactic:</b> <b>Adopt a City Center Development Ordinance</b>	Policy Development	2008-09	In-direct Cost



## SECTION 4 IMPLEMENTATION AND FINANCE PLAN



**PLANNING PRINCIPLE THREE: THE RAIL CORRIDOR WILL BE EMBRACED AS A MAJOR TRANSPORTATION LINKAGE AND CORRIDOR IMPROVEMENTS WILL BE COMPLETED.**

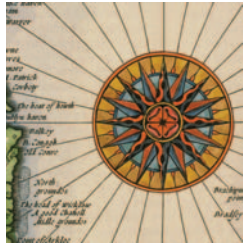


**SECTION 4** IMPLEMENTATION AND FINANCE PLAN

Planning Principle/Implementation Tactic	Estimated Total Project Cost	Timeline	Financing Strategy
<b>Implementation Tactic:</b> <b>Create a whistle free corridors and implement visual screening (i.e. design and landscape) to reduce friction of uses</b> a. Initial potential projects should include Whistle Free Corridor-Sibley Park Neighborhood, Mound Avenue Railroad Bridge Replacement, and Railroad Free, Owatonna and Hubbell	Whistle Free Corridor-Sibley Park Neighborhood \$1,000,000  Mound Ave Railroad Bridge Replacement \$3,000,000  Railroad Whistle Free, Owatonna and Hubbell	2010   2010   2010	\$1,000,000 Federal Funding/Local Match   \$3,000,000 Federal Funding/Local Match   \$240,000 Federal Funding/Local Match
<b>Implementation Tactic:</b> <b>Adopt the Community Railroad Corridor Plan</b>		2007 Corridor Plan is adopted. A continued need to work with legislature, Union Pacific, and DM&E ensure corridor improvements.	
<b>Implementation Tactic:</b> <b>Promote future commuter rail corridor</b>	Future Legislative Action	Timeline is dependent upon commitment, progress, and funding by legislature.	



## PLANNING PRINCIPLE FOUR: VEHICULAR TRANSPORTATION WILL BE BALANCED WITHIN THE GREATER MULTI-MODAL TRANSPORTATION SYSTEM.

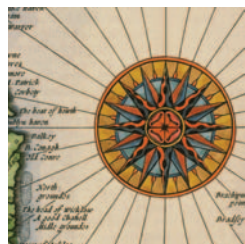


### SECTION 4 IMPLEMENTATION AND FINANCE PLAN

Planning Principle/Implementation Tactic	Estimated Total Project Cost	Timeline	Financing Strategy
<b>Implementation Tactic:</b> <b>Implement recommendation of SRF Transportation Study</b>			
a. Broad and 4th Streets <ul style="list-style-type: none"> <li>• One-way to two-way conversion</li> <li>• Pedestrian neckdowns and cross street stop signs at key intersections</li> </ul>	\$1,500,000 (Addresses Implementation Tactics A, C and D but not streetscaping/gateway component)	2008	\$1,000,000 G.O. Bonds \$500,000 Riverfront 2000
b. Second Street <ul style="list-style-type: none"> <li>• Create the through street to provide additional traffic capacity for the Downtown Area and Riverfront Drive. This action will reestablish the grid.</li> <li>• Create a gateway at Second/Veterans Memorial Bridge-both sides</li> </ul>	Second Street Reconnection \$1,500,000  Gateway development	2008  2008	\$250,000 Riverfront 2000 \$1,250,000 G.O. Bonds  \$325,000 G.O. Bonds \$325,000 Donations
c. Riverfront Drive <ul style="list-style-type: none"> <li>• Four-lane design with parking on the east side</li> <li>• Pedestrian neckdowns at strategic intersections for safety</li> <li>• Streetscaping on sidewalks, median enhancements, Old Town and Riverfront Park Gateways</li> </ul>	See Implementation Tactic A	2008	
d. Madison Avenue <ul style="list-style-type: none"> <li>• Minimize left turning movements to 2-3 vehicles per cycle at 4th Street</li> <li>• Eliminate signalization at Broad Street</li> <li>• Signalize 2nd Street</li> <li>• Madison Avenue/Riverfront Drive geometric and signal improvements</li> </ul>	See Implementation Tactic A	2008	
Conduct Lincoln Park Traffic Calming Study	\$13,000	2007	General Obligation



## PLANNING PRINCIPLE FOUR: CONT.



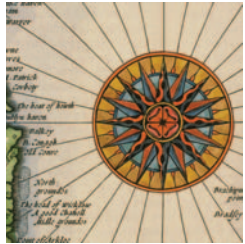
### SECTION 4 IMPLEMENTATION AND FINANCE PLAN

Planning Principle/Implementation Tactic	Estimated Total Project Cost	Timeline	Financing Strategy
<b>Implementation Tactic:</b> <b>Warren and Cherry Street Transportation Study</b>	\$30,000 Study (does not include implementation of Study)	2011	General Obligation
<b>Implementation Tactic:</b> <b>Encourage pedestrian traffic through path/sidewalk/trail connectivity which is enhanced by lighting and streetscaping</b> a. Skyway network will be expanded where appropriate	Examine Skyway Network and determine if linkages are justified	2012	
<b>Implementation Tactic:</b> <b>Alleyways will be integrated into the multi-modal system</b> a. Intergovernmental Center/Mankato Place Ramp pilot project  b. Alley enhancement through commercial areas examined for enhancements and enhancements are made.  1. Alley Overlays	Planning Principle 1 Implementation Tactic: Downtown Core  Coordinate with the Streetscape Corridor Policy-Public Investment would be signage and alley gateways  \$200,000	2009-2012  2007-2010	\$50,000 Riverfront 2000  \$100,000 G.O. Bonds \$100,000 Special Assessments
<b>Implementation Tactic:</b> <b>Continue evaluation of traffic movement and flow</b>	Ongoing Effort	On going	In-direct Cost



## PLANNING PRINCIPLE FOUR: CONT.

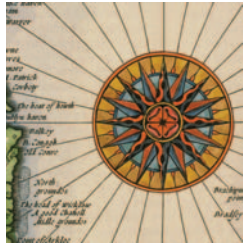
Planning Principle/Implementation Tactic	Estimated Total Project Cost	Timeline	Financing Strategy
<b>Implementation Tactic:</b> <b>Establish Total Street Circuit</b> a. Commission a study to determine community transit patterns (including North Mankato) b. Implement the Total Street Circuit bases on the study findings	\$80,000  Undetermined	2011  2012	\$80,000 General Obligation
<b>Implementation Tactic 10:</b> <b>Coordinate boundaries of the Parking District to public parking facilities and demand</b> a. Expansion or creation of another District should occur to support expansion of public owned/operated parking b. Encourage property owners to coordinate private parking areas to maximize space	No cost incurred unless public owned/operated parking facilities are expanded. Indirect Cost		



## SECTION 4 IMPLEMENTATION AND FINANCE PLAN



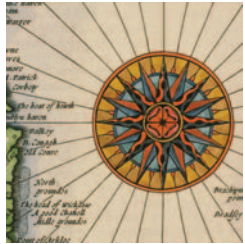
**PLANNING PRINCIPLE FIVE: THE CITY CENTER WILL BE ANNOUNCED BY GATEWAYS AND STREETSCAPING THROUGH STRATEGIES THAT WILL IMPRINT THE AREA, RECOGNIZE HUMAN SCALE, AND CLEARLY REFERENCE ARRIVAL INTO THE AREA.**



**SECTION 4**  
IMPLEMENTATION AND FINANCE PLAN

Planning Principle/Implementation Tactic	Estimated Total Project Cost	Timeline	Financing Strategy
<b>Implementation Tactic:</b> <b>Implement a Streetscape Corridor Policy</b> a. Adopt Policy and Guidelines b. Implementation of Policy	\$8,000 \$200,000	2008 2009-2012	\$50,000 Riverfront 2000
<b>Implementation Tactic:</b> <b>Urban/Boulevard Reforestation</b> a. Identify areas of natural reforestation on public land (i.e. concentrated design) b. Create consistent residential street forestation c. Increase commercial ornamental forestation d. Linear reforestation along rail corridor and flood project as it does not interfere with the integrity of the flood wall and levee system	\$50,000 Annually (A-D are included in this amount)	2009-ongoing	\$50,000 General Obligation
<b>Implementation Tactic:</b> <b>Bury power lines under boulevards (when feasible)</b> a. Old Town	Approximately \$3,500 per residential lot \$1,000,000	No timeline assigned 2008	\$250,000 Special Assessment \$250,000 Riverfront 2000 \$250,000 G.O. Bonds \$250,000 Other





## SECTION 4 IMPLEMENTATION AND FINANCE PLAN

### PLANNING PRINCIPLE SIX: COMMIT TO THE LOCATION OF CIVIC, CULTURAL, AND ART FACILITIES WITHIN THE CITY CENTER.

Planning Principle/Implementation Tactic	Estimated Total Project Cost	Timeline	Financing Strategy
<b>Implementation Tactic: The Civic Center Expansion</b>			
<b>Implementation Tactic: Support of a Culture and Arts District</b>  a. Explore a Percent for the Art Program or Public Art Integration program	\$150,000 annually  \$50,000 year	2009-ongoing  2010	Redirected Funds \$150,000 General Obligation \$50,000 General Obligation

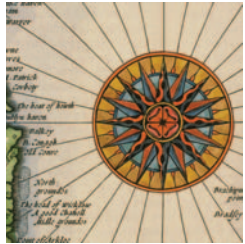
### PLANNING PRINCIPLE SEVEN: RECONNECT THE RIVER BY ESTABLISHING A RIVERWAY FROM LAND OF MEMORIES PARK TO KIWANIS PARK.

<b>Implementation Tactic: Development of the Riverway Connectivity Plan</b>  a. Work with City of North Mankato to establish connectivity on both sides of the River	\$1,500,000  Indirect Cost	2012-2015	\$1,500,000 Charter Bonds
<b>Implementation Tactic: Development of Riverfront Park</b>	Riverfront Park Development \$2,000,000	2008-2009	\$1,000,000 Charter Bonds \$500,000 Donations \$500,000 Riverfront 2000
<b>Implementation Tactic: Development of the River Plaza and Promenade concept</b>	\$4,000,000	2015	\$3,870,000 Riverfront 2000 \$130,000 Other



**PLANNING PRINCIPLE EIGHT: NEIGHBORHOOD ORGANIZATIONS WILL BE A VITAL ENTITY; THEREFORE, THE PROGRAMMATIC STRUCTURE WILL COMPLIMENT THE UNIQUE AND DISTINCT NATURE OF THESE NEIGHBORHOODS TO ADDRESS COMMON NEEDS AND DESIRES.**

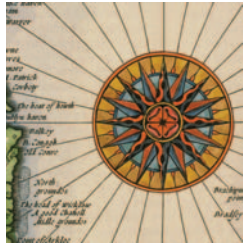
Planning Principle/Implementation Tactic	Estimated Total Project Cost	Timeline	Financing Strategy
<b>Implementation Tactic: Development of Neighborhood Association Program</b>	\$20,000 annually	2008-ongoing	\$20,000 General Obligation



## SECTION 4 IMPLEMENTATION AND FINANCE PLAN



**PLANNING PRINCIPLE NINE: TO BUILD A CULTURE OF PRESERVATION BRINGING CITIZENS AND RESOURCES TOGETHER THROUGH ENCOURAGING REHABILITATION, NEW DEVELOPMENT, AND ADAPTIVE REUSE AS A WAY TO PROTECT HISTORIC INTEGRITY.**

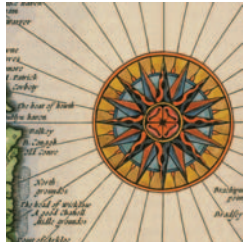


## SECTION 4 IMPLEMENTATION AND FINANCE PLAN

Planning Principle/Implementation Tactic	Estimated Total Project Cost	Timeline	Financing Strategy
<b>Implementation Tactic:</b> <b>City Staff will promote the concept of preservation through capitalizing on successful restoration projects</b>	In direct	2007-ongoing	
<b>Implementation Tactic:</b> <b>Establish a facade easement program</b>	\$80,000 Addresses Implementation Tactics 2,3, 6, 7, & 8	2009-ongoing	\$80,000 General Obligation
<b>Implementation Tactic:</b> <b>Create a financing program (grant/loan/equity) which requires participants to have a facade easement</b>	See Planning Principle 9 "Establish a Façade Easement Program"		
<b>Implementation Tactic:</b> <b>Establish a preservation easement program</b>	In direct	2009	
<b>Implementation Tactic:</b> <b>Expand the current Downtown Design District boundaries to replicate the City Center boundaries</b> a. Develop Design Pattern Book/Guidelines that are specific to an area	In direct  \$80,000	2009  2009-2010	  \$80,000 General Obligation
<b>Implementation Tactic:</b> <b>Development of a Design Review Committee</b>	See Planning Principle 9 Implementation Tactic: "Establish a Façade Easement Program"		
<b>Implementation Tactic:</b> <b>Establish a Heritage Preservation Ordinance.</b> a: Conduct an inventory of historic places, structures, and areas	See Planning Principle 9 Implementation Tactic: "Establish a Façade Easement Program" See Planning Principle 9 Implementation Tactic: "Establish a Façade Easement Program"		
<b>Implementation Tactic:</b> <b>Establish a Heritage Preservation Commission</b>	See Planning Principle 9 Implementation Tactic: "Establish a Façade Easement Program"		



**PLANNING PRINCIPLE TEN: IDENTIFY AND REFINE MAINTENANCE & LIVABILITY NORMS FOR RESIDENTIAL AND COMMERCIAL PROPERTIES THROUGH IMPLEMENTATION OF PILOT PROJECT AND A VARIETY OF TACTICS THAT STRESS A GOAL OF COMPLIANCE.**

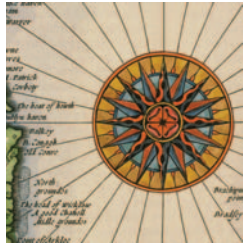


**SECTION 4** IMPLEMENTATION AND FINANCE PLAN

Planning Principle/Implementation Tactic	Estimated Total Project Cost	Timeline	Financing Strategy
<b>Implementation Tactic: Educate both Residential and Commercial Properties on maintenance and livability norms and how to report violations</b>	Undetermined Cost	2008	
<b>Implementation Tactic: Streamline Staff Response Time and Procedures</b> a. Merge existing ordinance into a "Nuisance Ordinance" b. Conduct an annual compliance effort to coincide with annual clean-up c. Continual improvement to ensure quick response to concern and follow-up with complainant d. Implement elements of Crime Free Design (i.e. alley lighting, creation of natural barriers, etc.) e. Explore incentives for violation free properties and increase penalties for violator properties	Indirect Cost  Undetermined Cost (an ongoing effort) Indirect Cost  Integrated into the Streetscape Corridor Policy Undetermined Cost	2007  2007-ongoing 2007  2009 2009	



PLANNING PRINCIPLE ELEVEN: RECOGNIZE THAT THE IMAGE OF THE CITY AND CITY CENTER ARE INTERTWINED. THEREFORE, A FINANCING STRATEGY WILL BE DEVELOPED TO ACKNOWLEDGE DENSITY/INTENSITY AND ALL SHARING IN THE INVESTMENT. THE FINANCING STRATEGY IS TO ENCOURAGE PRIVATE SECTOR REINVESTMENT AND DEVELOP PUBLIC INFRASTRUCTURE TO SUPPORT THE REINVESTMENT.

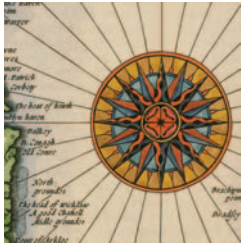


## SECTION 4 IMPLEMENTATION AND FINANCE PLAN

Planning Principle/Implementation Tactic	Estimated Total Project Cost	Timeline	Financing Strategy
<b>Implementation Tactic:</b> <b>Four Primary Funding Areas</b> a. Pooled Funds – Residential Neighborhood Improvement Fund and Store Front Rehabilitation Program b. City Center Renaissance Loan (reorganize current structure to a Private/Public/Equity program) 1. Work with Lenders and County to structure program c. Redevelopment Funds- Tax Abatement, Tax Increment Financing (TIF), and Economic Development Funds d. Sales Tax-Current dedication will fund projects through 2015	\$400,000 annual (recaptured)          \$5,200,000 funding source	Ongoing   Ongoing  2007-2008  Ongoing  2007-2015	Riverfront 2000
<b>Implementation Tactic:</b> <b>Pursue Long Term Sales Tax Legislation</b> a. Council Appointed Tax Force to determine projects to be in legislation and build community support b. Planning/Depreciation for Bold Initiative	\$8,000  \$5,000,000	2009  2010	General Obligation  \$5,000,000 Sales Tax



PLANNING PRINCIPLE TWELVE: PROSPEROUS AND SUCCESSFUL DOWNTOWNS ACROSS THE NATION HAVE DEVELOPED MARKETING AND BRANDING TOOLS THROUGH PRIVATE AND PUBLIC DEDICATION OF FUNDS.



## SECTION 4 IMPLEMENTATION AND FINANCE PLAN

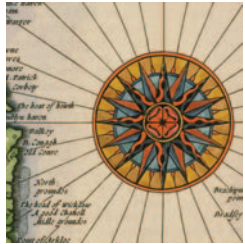
Planning Principle/Implementation Tactic	Estimated Total Project Cost	Timeline	Financing Strategy
<b>Implementation Tactic: Creation of a City Center Business Association</b>	\$50,000 annual	2008-2009	\$50,000
<b>Implementation Tactic: Branding of City Center</b>	Undetermined Amount	2008	
<b>Implementation Tactic: Creation of a Special Service District</b>	In-direct Staff Support to the City Center Business Association in this initiative.	2010-2011	



## CITY CENTER RENAISSANCE FINANCE MATRIX

**2007**

Project	Special Assessment	Sales Tax	General Obligation	Tax Increment	Charter Bonds	G.O. Bonds	Other	Total
Sibley Parkway Road Improvements (Poplar to Riverfront)	\$ 356,567		\$ 245,814	\$ 313,500			\$ 780,419 State Grant	\$ 1,696,300
Sibley Parkway Road Improvements Phase (Rogers to Sibley)	\$ 250,000			\$ 1,167,300			\$ 1,200,000 State Grant/Sale of Utility Property	\$ 2,617,300
Mankato Place Alley (pilot project) and Ramp Improvements							\$ 1,000,000 Parking Fund	\$ 1,000,000
Lincoln Park Traffic Study			\$ 13,000					\$ 13,000
Neighborhood alley overlays	\$ 100,000					\$ 100,000		\$ 200,000
<b>Total</b>	<b>\$ 706,567</b>	<b>\$ -</b>	<b>\$ 258,814</b>	<b>\$ 1,480,800</b>	<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$2,980,419</b>	<b>\$ 5,526,600</b>



## SECTION 4 IMPLEMENTATION AND FINANCE PLAN

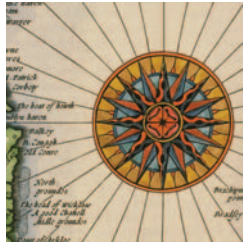


## CITY CENTER RENAISSANCE FINANCE MATRIX

2008

Project	Special Assessment	Sales Tax	General Obligation	Tax Increment	Charter Bonds	G.O. Bonds	Other	Total
Broad & 4th Street Conversion, Riverfront Drive and Madison Ave		\$ 500,000				\$ 1,000,000		\$ 1,500,000
Old Town Streetscaping, median enhancements, Old Town and Riverfront Park Gateways	\$ 375,000					\$ 375,000		\$ 750,000
Second Street/Memorial Bridge Gateway	\$ 325,000						\$ 325,000 Donation	
Cultural and Arts District			\$ 150,000					\$ 150,000
Old Town Redevelopment/Bury Powerlines	\$ 250,000	\$ 250,000				\$ 250,000	\$ 250,000 unknown	\$ 1,000,000
Neighborhood alley overlays	\$ 100,000					\$ 100,000		\$ 200,000
Streetscaping Policy Development			\$ 8,000					\$ 8,000
Study long term sales tax funding-Riverfront Development, Culture and Arts, Library, & Civic Center (Lobbying Fees)			\$ 8,000					\$ 8,000
City Center Business Association			\$ 50,000					\$ 50,000
Riverfront Park Development		\$ 250,000			\$ 500,000		\$ 250,000 Donation	\$ 1,000,000
Mankato Atrium		\$ 229,645						\$ 229,645
Urban/Boulevard Reforestation			\$ 50,000					\$ 50,000
Neighborhood Association Program			\$ 20,000					\$ 20,000
<b>Total</b>	<b>\$ 1,050,000</b>	<b>\$ 1,229,645</b>	<b>\$ 286,000</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ 1,725,000</b>	<b>\$ 825,000</b>	<b>\$ 5,615,645</b>

Annual allocations for programmatic implementation tactics



## SECTION 4 IMPLEMENTATION AND FINANCE PLAN

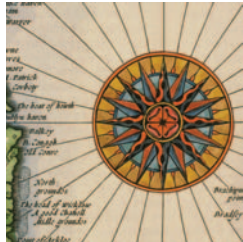


## CITY CENTER RENAISSANCE FINANCE MATRIX

**2009**

Project	Special Assessment	Sales Tax	General Obligation	Tax Increment	Charter Bonds	GO Bonds	Other	Total
Scattered Site Redevelopment							\$1,000,000 Other	\$ 1,000,000
2nd Street Reestablishment		\$ 250,000				\$ 1,250,000		\$ 1,500,000
Neighborhood alley overlays	\$ 100,000					\$ 100,000		\$ 200,000
Streetscaping Policy Implementation		\$ 50,000						\$ 50,000
Riverfront Park Development		\$ 250,000			\$500,000		\$ 250,000 Donations	\$ 1,000,000
City Center Business Association			\$ 50,000					\$ 50,000
Culture and Arts District			\$ 150,000					
Historic Preservation and Design			\$ 80,000					\$ 80,000
Pattern Book Development			\$ 40,000					\$ 40,000
Urban/Boulevard Reforestation			\$ 50,000					\$ 50,000
Neighborhood Association Program			\$ 20,000					\$ 20,000
<b>Total</b>	<b>\$ 100,000</b>	<b>\$ 550,000</b>	<b>\$ 390,000</b>		<b>\$500,000</b>	<b>\$ 1,350,000</b>	<b>\$ 1,250,000</b>	<b>\$ 3,990,000</b>

Annual allocations for programmatic implementation tactics



## SECTION 4 IMPLEMENTATION AND FINANCE PLAN

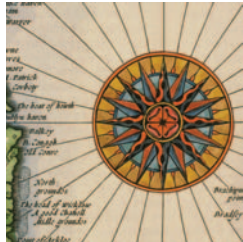


## CITY CENTER RENAISSANCE FINANCE MATRIX

2010

Project	Special Assessment	Sales Tax	General Obligation	Tax Increment	Charter Bonds	GO Bonds	Other	Total
Scattered Site Redevelopment							\$1,000,000 Other	\$1,000,000
Neighborhood alley overlays	\$ 100,000					\$ 100,000		\$ 200,000
Streetscaping Policy Implementation		\$ 50,000						\$ 50,000
City Center Business Association			\$ 50,000					\$ 50,000
Culture and Arts District			\$ 150,000					\$ 150,000
Urban/Boulevard Reforestation			\$ 50,000					\$ 50,000
Historic Preservation and Design			\$ 80,000					\$ 80,000
Pattern Book Development			\$ 40,000					\$ 40,000
Whistle Free Corridor-Sibley Park Neighborhood							\$1,000,000 Federal /Local Match Funds	\$1,000,000
Mound Ave Railroad Bridge Replacement							\$3,000,000 Federal /Local Match Funds	\$3,000,000
Railroad Whistle Free, Owatonna and Hubbell							\$ 240,000 Federal /Local Match Funds	\$ 240,000
Percent for the Art Program/Public Art Program			\$ 50,000					\$ 50,000
<b>Total</b>	<b>\$ 100,000</b>	<b>\$ 50,000</b>	<b>\$ 420,000</b>		<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$5,240,000</b>	<b>\$5,910,000</b>

Annual allocations for programmatic implementation tactics



## SECTION 4 IMPLEMENTATION AND FINANCE PLAN

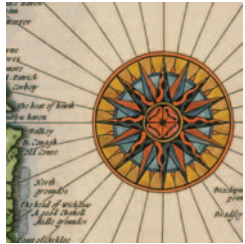


## CITY CENTER RENAISSANCE FINANCE MATRIX

**2011**

Project	Special Assessment	Sales Tax	General Obligation	Tax Increment	Charter Bonds	G.O. Bonds	Other	Total
Warren and Cherry Street Traffic Study			\$ 30,000					\$ 30,000
Streetscaping Policy Implementation			\$ 50,000					
Culture and Arts District			\$ 150,000					\$ 150,000
Historic Preservation and Design			\$ 80,000					\$ 80,000
Urban/Boulevard Reforestation			\$ 50,000					\$ 50,000
Study Total Street Circuit Feasibility			\$ 80,000					\$ 80,000
Neighborhood Association Program			\$ 20,000					\$ 20,000
Percent for the Art Program/Public Art Program			\$ 50,000					\$ 50,000
Planning/Depreciation for bold initiative		\$ 5,000,000						\$ 5,000,000
<b>Total</b>		<b>\$ 5,000,000</b>	<b>\$ 510,000</b>					<b>\$ 510,000</b>

*Annual allocations for programmatic implementation tactics*



### SECTION 4 IMPLEMENTATION AND FINANCE PLAN

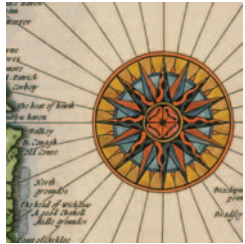


## CITY CENTER RENAISSANCE FINANCE MATRIX

**2012**

Project	Special Assessment	Sales Tax	General Obligation	Tax Increment	Charter Bonds	G.O. Bonds	Other	Total
Streetscape Policy Implementation			\$ 50,000					\$ 50,000
Culture and Arts District			\$ 150,000					\$ 150,000
Historic Preservation and Design			\$ 80,000					\$ 80,000
Urban/Boulevard Reforestation			\$ 50,000					\$ 50,000
Neighborhood Association Program			\$ 20,000					\$ 20,000
Percent for the Art Program/Public Art Program			\$ 50,000					\$ 50,000
Riverway Connectivity					\$ 500,000			
<b>Total</b>			<b>\$ 400,000</b>		<b>\$ 500,000</b>			<b>\$ 900,000</b>

*Annual allocations for programmatic implementation tactics*



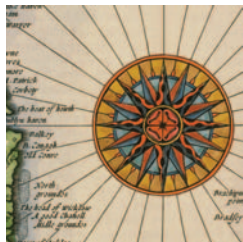
## SECTION 4 IMPLEMENTATION AND FINANCE PLAN

# CITY CENTER RENAISSANCE FINANCE MATRIX

2013

Project	Special Assessment	Sales Tax	General Obligation	Tax Increment	Charter Bonds	G.O. Bonds	Total
Culture and Arts District			\$ 150,000				\$ 150,000
Historic Preservation and Design			\$ 80,000				\$ 80,000
Urban/Boulevard Reforestation			\$ 50,000				\$ 50,000
Neighborhood Association Program			\$ 20,000				\$ 20,000
Percent for the Art Program/Public Art Program			\$ 50,000				\$ 50,000
Riverway Connectivity					\$ 500,000		
<b>Total</b>			<b>\$ 350,000</b>		<b>\$ 500,000</b>		<b>\$ 850,000</b>

Annual allocations for programmatic implementation tactics



## SECTION 4 IMPLEMENTATION AND FINANCE PLAN

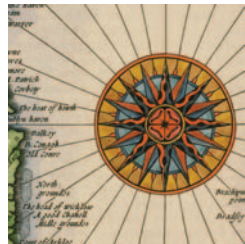


## CITY CENTER RENAISSANCE FINANCE MATRIX

**2014**

Project	Special Assessment	Sales Tax	General Obligation	Tax Increment	Charter Bonds	G.O. Bonds	Other	Total
Culture and Arts District			\$ 150,000					\$ 150,000
Historic Preservation and Design			\$ 80,000					\$ 80,000
Urban/Boulevard Reforestation			\$ 50,000					\$ 50,000
Neighborhood Association Program			\$ 20,000					\$ 20,000
Percent for the Art Program/Public Art Program			\$ 50,000					\$ 50,000
Riverway Connectivity					\$ 500,000			\$ 500,000
<b>Total</b>			<b>\$ 350,000</b>		<b>\$ 500,000</b>			<b>\$ 850,000</b>

*Annual allocations for programmatic implementation tactics*



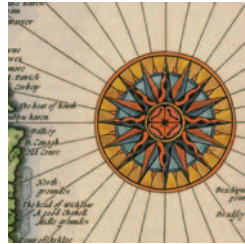
## SECTION 4 IMPLEMENTATION AND FINANCE PLAN

## CITY CENTER RENAISSANCE FINANCE MATRIX

**2015**

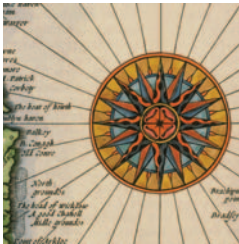
Project	Special Assessment	Sales Tax	General Obligation	Tax Increment	Charter Bonds	G.O. Bonds	Other	Total
Culture and Arts District			\$ 150,000					\$ 150,000
Historic Preservation and Design			\$ 80,000					\$ 80,000
Urban/Boulevard Reforestation			\$ 50,000					\$ 50,000
Neighborhood Association Program			\$ 20,000					\$ 20,000
River Way Plaza		\$ 3,870,000					Donation/ Other \$ 130,000	\$ 4,000,000
Percent for the Art Program/Public Art Program			\$ 50,000					\$ 50,000
River Connectivity					\$ 500,000			
<b>Total</b>		<b>\$ 3,870,000</b>	<b>\$ 350,000</b>					<b>\$ 4,350,000</b>

Annual allocations for programmatic implementation tactics



## SECTION 4 IMPLEMENTATION AND FINANCE PLAN





# APPENDIX

## City Center Renaissance Stakeholder Taskforce Document Draft Survey

**Stakeholder Name:** \_\_\_\_\_

### Section 1: Setting the Stage

The purpose of the Section 1 is to provide a historical scope of the City Center and past planning practices. The City Center Renaissance Planning Process is outlined in this section.

**General Comments:**

### Section 2: City Center Renaissance Vision

This section contains vision narratives and synthesis maps of the City Center planning areas. Complementing the City Center Renaissance Vision, the planning area vision narratives are specific to the unique attributes of each area. The “synthesis maps” are pictorial rendering of the vision narratives. The combination of the vision narratives and synthesis maps captures the essence of a tapestry of uses that flows from use to use in a concurrent pattern of civic institutional, corporate, cultural, entertainment, specialty/service retail, and residential components. Common themes transcend throughout the visions including connectivity to the River, transportation enhancements, rehabilitation and redevelopment, image and setting, and livability. These themes support the City Center Renaissance Vision.

**Does this Section reflect overall vision of the City Center?**

**Are there elements that need to be included in the Vision narratives? Synthesis maps?**

**General Comments:**

### Section 3: Planning Principles and Implementation Tactics

Planning Principles and Implementation Tactics have been developed to coincide with the City Center Renaissance vision. The Planning Principles and Implementation Tactic will be the policy guiding the City Center.

**Do the Planning Principles and Implementations Tactics mirror your subgroup discussions? If not, why?**

**Are there elements that should be expanded upon or included within this section?**

**General Comments:**

### Section 4: Implementation and Finance Plan

To facilitate successful implementation of the City Center Renaissance Plan, an “Implementation Matrix” and “Finance Matrix” has been created. The Planning Principle and Implementation Tactics have been used as a basis to create the matrixes which include estimated project cost, timeline, and financing strategy. Project implementation and timelines were developed using a project area prioritization by members of the City Center Renaissance Stakeholder Task Force. The projects were prioritized in the following areas: Public Infrastructure, Image and Setting, Organization and Finance, and Growth and Redevelopment Partnership Initiative.

**Does the Implementation and Finance Plan reflect the Task Force prioritization survey?**

**General Comments:**

### Community Open House

A summary plan will be developed to assist in communication of the City Center Renaissance Plan.

**What component(s) of the plan do you think would be beneficial to highlight in a summary document?**

**Other Comments:**

Please return your surveys to:

Tanya Ange City of Mankato 10 Civic Center Plaza Mankato, MN 56002 Phone: 507-389-8609 Fax: 507-388-7530 tange@city.mankato.mn.us



Upon completion of the City Center Renaissance Draft Document, the Stakeholder Task Force was asked to review and submit comments. The following is a summary of the comments.

### *Section 1: Setting the Stage*

*The purpose of Section 1 is to provide a historical scope of the City Center and past planning practices. The City Center Renaissance Planning Process is outlined in this section.*

Committee members indicated that 1<sup>st</sup> section is helpful to the reader. The section provides a context of how we arrived at this place in community planning. It shows that planning is a continual process. One Committee Member would like the Urban Renewal Period (1970s) to be further expanded upon.

### *Section 2: City Center Renaissance Vision*

*This section contains vision narratives and synthesis maps of the City Center planning areas. Complementing the City Center Renaissance Vision, the planning area vision narratives are specific to the unique attributes of each area. The “synthesis maps” are pictorial rendering of the vision narratives. The combination of the vision narratives and synthesis maps captures the essence of a tapestry of uses that flow from use to use in a concurrent pattern of civic institutional, corporate, cultural, entertainment, specialty/service retail, and residential components. Common themes transcend throughout the visions including connectivity to the River, transportation enhancements, rehabilitation and redevelopment, image and setting, and livability. These themes support the City Center Renaissance Vision.*

The Committee felt that this section reflected the vision of the City Center Renaissance. The synthesis maps and concept rendering assist in telling the story to the reader.

The following are elements that individual committee member felt should be included and/or general comments:

- Urban Villages are important to the total street circuit and overall redevelopment.
- Neighborhood gateways should be included in the streetscape policy.
- Connection to North Mankato via a pedestrian bridge or multi-modal bridge should be further stressed.
- Improvements should not just be a surface coating; however have function and/or both.
- Riverfront connectivity elements should be stresses (i.e. trails, park, plaza, etc.).

### *Section 3: Planning Principles and Implementation Tactics*

*Planning Principles and Implementation Tactics have been developed to coincide with the City Center Renaissance Vision. The Planning Principles and Implementation Tactic will be the policy guiding the City Center.*

The Committee believes that the Planning Principle and Implementation Tactic mirror the Subgroup discussions.

The following are elements that individual committee member felt should be included and/or general comments:

- Offering a no cost neighborhood recognition program for property owners who keep their residence/business looking excellent would provide positive reinforcement.
- Further emphasize the rail road corridor.
- A clear message should be given to the Council that this is the policy framework for the future.
- The importance of 2<sup>nd</sup> Street reconnection should be emphasized.
- The Sibley Parkway area formerly had limited access and visibility and was primarily industrial. The development and transportation changes on South Riverfront will provide for an attractive retail, professional, and residential area.
- The use of the Mankato Place Atrium is a valuable use of existing space.
- To start alley way rehab, a combination of low interest financing incentives to building work and infrastructure work performed by the City will lead to improvement.
- Linkages to North Mankato should be stressed.
- A creative “carrot and stick” options in dealing with rental and commercial properties as a way to enhance neighborhood livability need to be included.
- Creating overlay areas to reach urban village and/or high density goals may be helpful.
- Application of Urban Design should be done to encourage business to locate to the City Center. It should not become an economic burden.
- Civic Center expansion, Riverfront Park, and the Plaza are key signature elements to this plan.
- Part of the Envision 20/20 process focused on maintaining the river valley nature of the downtown by limiting the height of all future construction and seeing that future communication towers are located far enough back to be out of the sightline of the valley.
- In dealing with preservation and revitalization in the Washington Court and Lincoln Park areas of the report, reference needs to be made to the utilization of preservation easements to accomplish this end.
- The downtown transit hub would need to be carefully placed where businesses can take advantage of the extra traffic and the riders are being



dropped off close to where they want to go. For the entertainment district to benefit from it, it would need to be convenient for their guests

- The Civic Center and Convention Campus are instrumental to the Downtown Hospitality Sector.
- The entertainment district will also benefit from convenient skywalks to the downtown hotels, which is another reason to extend the skyway to the south side of the Cherry Street Ramp.
- Traffic changes should maintain or increase traffic counts in business districts.

#### *Section 4: Implementation and Finance Plan*

*To facilitate successful implementation of the City Center Renaissance Plan, an "Implementation Matrix" and "Finance Matrix" has been created. The Planning Principles and Implementation Tactics have been used as a basis to create the matrixes which include estimated project cost, timeline, and financing strategy. Project implementation and timelines were developed using a project area prioritization by members of the City Center Renaissance Stakeholder Task Force. The projects were prioritized in the following areas: Public Infrastructure, Image and Setting, Organization and Finance, and Growth and Redevelopment Partnership Initiative.*

Overall, the Task Force felt that the Implementation and Finance Plan reflected the prioritization survey.

The following are elements that individual committee member felt should be included and/or general comments:

- Attention should be made to initiatives such as the Neighborhood Association Program, which could be implemented at a relatively low cost, but it was rated lowest. I'm worried that we'll do a little bit everywhere and not get any great impact in any one particular geographic area.
- An emphasis on public/private partnerships should be made.
- The outline of the Public Financing is helpful: the need for the private sector will be instrumental.
- Long term sales tax legislation is instrumental to the success of the plan.
- Can Federal dollars be pursued for Riverway improvements and/or grants for biodiversity of the river?
- The City should start requesting for bonding dollars for a bold initiative.
- The City's ongoing support for the Art and Culture District is necessary (i.e. Fort Collins).
- The planning for a bold initiative should start now (i.e. civic center expansion, etc).
- It is important that the Implementation and Finance Matrix is updated during implementation.
- The transportation changes will be key to starting the implementation of the plan.
- Planning for a bold initiative which would include Civic Center and the Plaza are important.

## Category A: Public Infrastructure Projects

### **Project: Riverfront Park Development**

Riverfront Park, located in the industrial area in Old Town, will be used for cultural and recreation purposes. The park is a linkage component of the Riverway plan; connecting the City Center back to the banks of the Minnesota River. Park amenities will include: trail head to the Sakatah trail system, a beautiful non-motorized trail that is popular with pedestrians, cyclists, and equestrians, festival space that would include an amphitheater with seating for over 1,000 people, boat landing for boating, canoeing, kayaking, or fishing on the Minnesota River, Riverfront Pavilion (1,250 square feet) complete with public restroom, lobby, and sheltered picnic area –designed to echo Mankato's historic past, blending with historic buildings in the surrounding Old Town Area. Educational kiosks will be located around the park, highlighting the local ecology, geology, and native plants of the Minnesota River Valley and the artesian well on the site. Gateway and streetscaping enhancements would lead visitors into the park via Rock Street.

*Projected Project Cost: \$2,000,000      Funding Source: Sales Tax, Donations, Charter Bonds and In-kind*

### **Project: Riverfront Plaza**

The River Plaza and promenade would be the center hub of the Riverway. The Plaza would be an attraction within the Downtown Core, create a river overlook, and increase parking. Stairs would descend from the plaza to the trail. Waving concrete forms step down to meet the Minnesota River banks and solid forms emerge from the rocky banks. Smaller steps would provide easier access to the waters edge. The River Plaza would be coupled with a public/private redevelopment project.

*Projected Project Cost: \$4,000,000      Funding Source: Sales Tax and Donation*

### **Project: Riverway Connectivity Plan**

The Riverway is a connectivity plan reconnecting the City Center to the River from Land of Memories to Kiwanis Park. Implementation of the plan will link bicycle and pedestrian trails through the City Center to reconnect the River and area parks, create River access points, strategic placement of boulders to create natural pools and riffles, and potential for Pedestrian Bridge locations. The Riverway Connectivity Plan acknowledges that due to the safety and livability needs of the City Center, the flood wall will remain as a necessity of the area; however, through linkages the river can be reconnected.

*Projected Project Cost: \$2,000,000      Funding Source: Charter Bonds*

### **Project: Transportation Changes**

#### Broad and 4<sup>th</sup> Streets

- One-Way to Two-Way conversion
- Pedestrian neckdowns and cross street stop signs at key intersections

#### Van Brunt and Pleasant Streets

- Traffic Calming measures to be determined after further data collection and analysis of the area is completed

#### Madison Avenue

- Minimize left turning movements to 2-3 vehicles per cycle at 4th Street
- Eliminate signalization at Broad Street
- Signalize 2nd Street
- Madison/Riverfront geometric and signal improvements

#### Second Street

- Creation of a through street to provide additional traffic capacity for the Downtown and Riverfront and reestablish the grid
- Create gateway at Second Street/Veterans Memorial Bridge –both sides

#### Riverfront

- Four-lane design with parking on East Side
- Streetscaping on sidewalks, median enhancements, Old Town and Riverfront Park Gateways
- Pedestrian neckdowns at strategic intersections for safety

*Projected Project Cost: \$3,000,000      Funding Source: Sales Tax and General Obligation Bonds (not including Lincoln Park and Gateways/Streetscaping)*

### **Project: Railroad Corridor and Mitigation Improvements**

To support our current and future land uses, improvements and mitigation to the railroad will need to be made; with or without potential DM&E use of the in city route. Initial project would include: Whistle Free Corridor-Sibley Park Neighborhood (to eliminate at grade crossing-may be linked with Mound Avenue Union Pacific Underpass project), Mound Avenue Railroad Bridge Replacement (Provide width, legal clearance and distance to enhance safety at Mound Avenue), and Railroad Whistle Free (Owatonna and Hubbell).

*Projected Project Cost: \$4,240,000      Funding Source: Federal Funding with Local Match*



## **Category B: Image and Setting**

### **Project: Historic Preservation and Design**

There will be an effort to build a culture of preservation by bringing citizens and city resources together through encouraging rehabilitation, new development, and adaptive reuse. The first step to building a culture will be to capitalize on successful restoration projects (i.e. South Front Street, North Riverfront Drive store front rehabilitations) and redevelopment projects. The next step will be creating a preservation tool box to include facade easements, preservation easements, and continuation of storefront and residential rehabilitation programs. This tool box will eventually be expanded to include design guidelines, historic preservation commission and ordinance to guide City Center preservation efforts. Redevelopment activities will be blended by expanding the boundaries of the Urban Design Standards to cover City Center. These efforts will result with modern structures that are assimilated into the environment. To aid in effectuation of the Urban Design Standards, an Urban Design committee will be charged with review of City Center development projects. This committee may be used as a starting point for a Historic Preservation Commission. To administer these efforts a dedicated staff position will need to be created.

*Projected Project Cost: \$80,000 annually      Funding Source: General Obligation*

### **Project: Public Art**

In an effort to integrate public art into the setting of the City Center, a *Percent for the Arts* program will be further explored. The construction budgets of newly constructed or reconstructed buildings would dedicate 1% of the total building cost to the integration of art directly into the building project. The art would be integrated into a location that is accessible to the public (i.e. lobby/foyer).

*Projected Project Cost: \$50,000 annually      Funding Source: General Obligation*

### **Project: Streetscape Corridors and Alleys**

Current streetscaping efforts would be used as a base to imprint the City Center. Efforts to be expanded upon include developing the landscaping of the public right-of-way with new street plantings, medians, and street furnishing resulting in an improved image of the City Center. The first step of this process is to identify street corridors with similar characteristics; such as street width, boulevards, existing streetscape elements, human scale, and land use. Existing streetscaping elements will be the base that will be built upon. The creation of a Special Service District may be necessary for ongoing maintenance of streetscape elements.

Alleyway enhancements will be completed to compliment adjacent streetscape corridors in commercial and residential areas. Aesthetics, accessibility, and safety will be the common thread through the City Center that will differ based upon adjacent land use and use of the corridor. This will be accomplished by such improvements as landscaping, lighting, and signage. The Intergovernmental Center/Mankato Place Alley is a unique urban environment that will be enhanced as "Entertainment Alley" through structural, facade, and lighting improvement. Alleyways, such as in Old Town and South Front Street, will possess different elements such as landscaping and lighting. Businesses will be encouraged to create rear store front facades and consolidate to maximize parking.

*Projected Project Cost: \$2,600,000      Funding Source: Parking Fund, General Obligation, Special Assessments and Donations*

### **Project: Total Street Circuit (Mass Transit/Multi Modal)**

The initial concept of the Total Street Circuit focuses on connecting the Downtown, MSU, and River Hills for the purposes of City Center planning. In order to effectively implement this vision, the entire Community's transit use patterns (including North Mankato as they are a user of the system) should be further examined to create a community "circuit". This Circuit will accommodate pedestrian, bicycle, vehicle, and bus transportation modes. The signature component of the Circuit will be the Bus Rapid Transit (BRT). The BRT is a form of public transportation that uses public roads, right-of-way, and transit advantages to provide dependable, rapid bus service.

*Projected Project Cost: \$80,000 for feasibility study – implementation cost are unknown      Funding Source: General Obligation*

### **Project: Urban/Boulevard Reforestation**

Reforestation will be encouraged within the City Center in the residential and commercial areas through the use of boulevard and public land plantings. This reforestation could occur in a concentrated or linear design patterns in accordance to the area.

*Projected Project Cost: \$50,000 annually      Funding Source: General Obligation*

## **Category C: Organization and Finance**

### **Project: City Center Association**

The City Center Association will become Mankato's Downtown Association. The organization would be a subset of the Chamber (similar to the CVB) with a board of directors. The City would need to dedicate seed money to aid in establishing the organization that would assist in funding a key staff position to build the association. Initial objectives of the Association would include building support of businesses, private interests, community organizations, and the public sector through marketing and coordination of events in the City Center. It is envisioned that the organization will manage the City Center Special Service District once established.

*Projected Project Cost: \$50,000 the first two years - then cost substantially minimized when BID is established      Funding Source: General Obligation with Private Match*

### **Project: Neighborhood Association Program (NAP)**

The Neighborhood Association Program (NAP) is an effort to improve the livability and quality of life in Mankato neighborhoods through promotion and facilitation of citizen communication. It is envisioned that the program will build a sense of community, open communication, maintain and enhance the beauty of the neighborhoods, and establish good working relationships with city government. Organizing neighborhoods will foster communication and interaction between neighbors and help to boost neighborhood pride and integrity. This new sense of community will promote citizen involvement through activities and efforts that will help improve livability and quality of life in City Center neighborhoods. The City's role in this effort will be to provide staff liaison to assist in working with neighborhoods, communication tools (i.e. mailings and web site access), and provide annual mini-grants to aid in identification and beautification projects. Neighborhood Associations will be required to hold a minimum of three (3) meetings per year, host a National Night Out Party and establish bylaws, board representation, and neighborhood annual goals.

*Projected Project Cost: \$20,000 annually      Funding Source: General Obligation*

### **Project: Special Service District (Business Improvement District)**

Special Service District, also known as a Business Improvement District (BID), provide a stable, multi-year source of funding. BIDs require significant, demonstrated property-owner support when being organized which means that property owners are likely to maintain interest and involvement long term. BIDs provide a more equitable funding approach as all property owners in the district benefit and all pay the assessment. A bid is a funding mechanism, not a specific set of programs, although many bids do focus on "clean and safe" programs. The City Center Association would be responsible for the administration and oversight of the BID.

*Projected Project Cost: \$500,000      Founding Source: Special Levy from properties within the district boundaries*

### **Project: Store Front and City Center Renaissance Revolving Loan Program**

The Store Front Rehabilitation and City Center Renaissance Revolving Loan Programs are economic development tools for the City Center that acknowledge the higher cost of redevelopment in an urban area. The Store Front program has been funded by the Small Cities Development and Economic Development Funds. The City Center Renaissance Revolving Loan Program has been funded by Economic Development funds. Both programs have seen initial successes in their infancy; however to have an impact, long term funding sources are necessary.

*Projected Project Cost: \$400,000 Loan Program Using Recaptured Funds*

### **Project: Major Project Funding-Long Term Dedication of Sales Tax**

Current dedication of the half cent sales tax will fund projects through 2015. Approximately \$5,200,000 of collected sales tax revenues can be directed to downtown improvements, not including the Civic Center. Seeking long term dedication of this financing tool will be essential to fund major public improvements (i.e. Riverway, Rail Corridor, Civic Center, etc.). Legislation will be pursued to allow the City to use Sales Tax as a permanent funding tool. The caveat of the legislation would include a local referendum supporting the usage of the sales tax. This funding streaming would result in a minimum of \$20,000,000 (not including appreciation or interest) for the years 2015 through 2025.

*Projected Funding Source: \$5,200,000      Funding Source: Sales Tax*



## Category D: Growth and Redevelopment Partnership Initiatives

### **Project: Cultural and Art District**

Arts and Cultural activities will be positioned in the City Center to aid in the urban revitalization effort through the formation of a district. A Culture and Art District is a well-recognized, labeled mixed use area of a city in which a high concentration of cultural facilities serve as the anchor of attraction. No two cultural districts are exactly alike; each reflects its city's unique environment, history of land use, urban growth and cultural development. The impact of cultural districts is measurable: the arts attract residents and tourists who also support adjacent businesses such as restaurants, lodging, retail and parking. The presence of the arts also enhances property values, the profitability of surrounding businesses and the region's tax base. Potential properties to be included in this district are the Cray Mansion, Carnegie Art Center, Hubbard House, Emy Frentz Arts Guild (formerly 1<sup>st</sup> Church of Christ), and the Summit Center.

*Projected Project Cost: \$150,000*

*Funding Source: redirected from community grant program to the Cultural and Art District*

### **Project: Neighborhood Enhancement**

Our future is built on our past, which reinforces a commitment to preserve and enhance our existing neighborhoods within the City Center. Rehabilitation of keystone properties will be encouraged in Washington Park, Lincoln Park, and Sibley Park. Residential rehabilitation programs and past downzoning efforts will promote ownership, livability, safety and preservation of property. Conversion of Broad and 4<sup>th</sup> Streets and examination of similar traffic calming tactics on Pleasant and Van Brunt will be done to create livable streets. To ensure that citizens live in healthy and safe neighborhoods, code enforcement practices will be coordinated to ensure that nuisances are properly recorded and corrected. The City will continue to target its small cities block grants to fund restoration and maintenance of residential property and promote housing ownership. Tree plantings will be encouraged and intensified (where feasible) on residential roads to create canopies.

*Projected Cost: \$20,000 annually*

*Funding Source: General Obligation*

### **Project: Old Town Redevelopment**

Current Storefront rehabilitation projects consisting of facade restoration and maintenance in Old Town are glimpse of the renaissance. Riverfront Park will be an instrumental public development project. Storefront rehabilitation will continue, as well as, encouragement of rear store front development. Alleyways will be enhanced through gateways, signage, lighting, and overlays. Continuation of a corporate presence is beneficial to Old Town and expansion will be encouraged. Removal of the serpentine pattern on Riverfront Drive, increase of on-street parking, and streetscaping will create the infrastructure to encourage rehabilitation and redevelopment of properties in the area.

*Projected Cost: \$1,000,000*

*Funding Source: General Obligation and Special Assessments*

### **Project: Sibley Parkway (North Star Redevelopment)**

The Sibley Parkway is a cornerstone redevelopment project of an approximately 64 acre parcel located on the river. The redevelopment will draw upon the lower west side's character, traditional neighborhood design, opportunity to create a village center and linkage to the Riverway. The City has received a \$900,000 grant for Sibley Parkway road construction and a second grant proposal is currently under review. Redevelopment agreements will be negotiated with a developer to ensure that planned development occurs following urban design standards and enhancing the essence of the river. Commercial rehabilitation of properties on Riverfront Drive will be encouraged with the Store Front Rehabilitation Program.

*Projected Cost: \$2,617,300 dedicated to road construction*

*Funding Source: Tax Increment Financing, State Grant, Special Assessment and Sale of Property*

### **Project: Sibley Parkway (City Shop/Salvation Army)**

The intent for this area is to redevelop an underutilized industrialized area. The vision of the Patterson area is to create a mixture of commercial, industrial, and city services by improving access and site consolidation. Transportation connective nodes of Popular Street, Riverfront Drive, and Sibley Park will be capitalized upon. The City has received a grant from the state in the amount of \$715,000 to assist in completing road realignments in this area. Compatibility of the South Front Redevelopment District (i.e. Cub Foods) will be necessary as this area moves forward.

*Projected Cost: \$1,696,300 dedicated to road construction*

*Funding Source: Tax Increment Financing, State Grant, Special Assessment and General Obligation*

## City Center Renaissance Prioritization Survey

Within the categories below are key initiatives identified by the City Center Renaissance Stakeholder Task Force. Each category area contains prioritization scoring instructions. For descriptions of projects areas, please refer to the Prioritization Survey Initiative Description Boards.

### Category A: Public Infrastructure

Project	Prioritization Score
---------	----------------------

Riverfront Park Development	_____
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Riverfront Plaza	_____
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River Way Connectivity Plan	_____
-----------------------------	-------

Transportation Changes	_____
------------------------	-------

Rail Corridor Mitigation and Improvements	_____
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Using a scale of a 1 (lowest priority) to 5 (highest priority), rank the Public Infrastructure Projects. **IMPORTANT: Use each number once per category.**

### Category B: Image and Setting

Project	Prioritization Score
---------	----------------------

Historic Preservation and Design	_____
----------------------------------	-------

Public Art	_____
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Streetscape Corridors and Alleys	_____
----------------------------------	-------

Total Street Concept (Mass Transit/Multi Modal)	_____
---	-------

Urban/Boulevard Reforestation	_____
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Using a scale of a 1 (lowest priority) to 5 (highest priority), rank the Image and Setting Projects. **IMPORTANT: Use each number once per category.**

### Category C: Organization and Finance

Project	Prioritization Score
---------	----------------------

City Center Business Association	_____
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Neighborhood Association Program (NAP)	_____
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Special Service District (Business Improvement District)	_____
--	-------

Store Front and Revolving Loan Programs	_____
---	-------

Major Project Funding Long Term Dedication of Sales Tax	_____
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Using a scale of a 1 (lowest priority) to 5 (highest priority), rank the Organization and Finance Projects. **IMPORTANT: Use each number once per category.**

### Category D: Growth and Redevelopment Partnership Initiatives

Project	Prioritization Score
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Cultural and Art District	_____
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Neighborhood Enhancement	_____
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Old Town Redevelopment	_____
------------------------	-------

Sibley Parkway (North Star Redevelopment)	_____
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Sibley Parkway (City Shop/Salvation Army)	_____
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Using a scale of a 1 (lowest priority) to 5 (highest priority), rank the Growth and Redevelopment Partnership Projects. **IMPORTANT: Use each number once per category.**



# City Center Renaissance Open House Citizen Input Survey

## City Center Renaissance Vision

*The City Center Renaissance will build upon our previous planning effort and reinforce the opportunities that created the historical community in the Valley. There will be a rebirth of the City Center by strengthening the interdependence of residential, industrial, service and commercial sectors through revitalization, reconnection, and reinvestment. The City Center's strong employment base, civic facilities, historical assets and unique character provide for the foundation from the development of strategies that will foster the goals of a Renaissance.*

*A strong City Center is a mirror of the overall health of the community. The City Center is the heartwood of Greater Mankato and reflects the community's civic, cultural, and economic vitality and identity. Public and private investment will create and support critical levels of momentum that will strengthen the City Center's role as the community's central hub. The hub is essential to provide the functional and organic community linkages between outlying neighborhoods and nodes through a common central station of service and support for a sustainable community.*

Citizen Input is a valued component of the planning process. Please take the time to complete the following questions:

What key initiatives do you believe are important to achieve the City Center Renaissance Plan?

Are there initiatives that are not addressed in the Plan?

What do you believe is the most important initiative(s)?

What do you believe is the least important initiative (s)?

Why did you come to today's Open House?

Other Comments:

*Name:*

*Address:*

*Phone:*

*Email:*

Please turn over and complete the *City Center Renaissance Prioritization Survey*.

Citizen input is an important part of the City Center Renaissance Planning Process. At the Community Open House on May 15, 2007, Community Members had an opportunity to complete a citizen input survey. Additionally, an online version is available at [www.ci.mankato.mn.us/citycenter](http://www.ci.mankato.mn.us/citycenter). The following is a summary of the input received.

*What key initiative(s) do you believe are the most important to achieve the vision of the City Center Renaissance Plan? Note: This was an open ended question.*

<u>Initiative</u>	<u>Number of Responses</u>
Riverfront Plaza	4
Neighborhood Buy-In/Enhancement	3
Transportation Changes/Traffic Calming	3
Sibley Parkway	3
Riverfront Park	3
Downtown Attractiveness	3
Connectivity	2
Downtown Core	2
Historic Preservation & Design	1
Urban Reforestation	1
Organization & Finance	1
Old Main/Five Corners	1
Business Partnerships with Artists & Organizations	1
Railroad Corridor Mitigation	1
Mixed Use/Urban Village	1

*What do you believe is the least important initiative? Note: This was an open ended question.*

<u>Initiative</u>	<u>Number of Responses</u>
Sibley Parkway	2
Image and Setting	1
Improve traffic lanes	1
Railway Corridor Mitigation	1
City Center Association	1
Total Street Circuit	1

*Are there initiatives that were not addressed in the Plan and/or Open House? Note: This was an open ended question.*

<u>Initiative</u>	<u>Number of Responses</u>
Lincoln Park Area	1
Public Plaza Located in Heart of the City	1
Below Ground Parking Lots	1
Railroad Project Update	1
Mankato Piece	1
Bicycle Friendly, Not Just Pedestrian Friendly	1
Rental Conversion to Owner Occupied (How?)	1
More Rental Options Downtown (mixed use)	1



*Other Comments? Note: This was an open ended question.*

Initiative	<u>Number of Responses</u>
Need More Street Parking	1
Opening up of 2nd Street is Essential	1
Plaza in Front of Graif is not Properly Designed	1
Like Gateways, Public Art & Design	1
Concerns of Broad St. Conversion Traffic (i.e. New Problems versus Old Problems)	1
Concerns with planning principles 8 & 9 (i.e. need to look at substandard properties)	1

Citizens had the opportunity to complete the same prioritization survey as the Task Force completed in preparation of the final document. Below are the results:

Category A: Public Infrastructure	<u>Average Rating</u>
Riverfront Park Development	3.6
Riverfront Plaza	3.3
River Way Connectivity Plan	2.9
Transportation Changes	2.8
Rail Corridor Mitigation and Improvements	2.4
Category B: Image and Setting	
Streetscape Corridors and Alleys	3.5
Historic Preservation	3.5
Public Art	2.8
Urban/Boulevard Reforestation	2.8
Total Street Concept (Mass Transit/Multi Modal)	2.5
Category C: Organization and Finance	
Major Project Funding Long Term Dedication of Sales Tax	3.4
Store Front and Revolving Loan Programs	3.0
City Center Business Association	2.9
Neighborhood Association Program (NAP)	2.8
Special Service District (Business Improvement District)	2.8
Category D: Growth and Redevelopment Partnership Initiatives	
Old Town Redevelopment	3.8
Cultural and Art District	3.0
Sibley Parkway (North Star Redevelopment)	3.0
Neighborhood Enhancement	2.9
Sibley Parkway (City Shop/Salvation Army)	2.5

# CITY CENTER RENAISSANCE